

EXCLUSIVE Q&A: MARK LEMMER

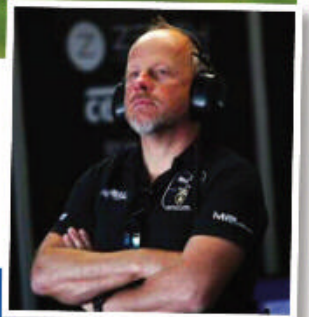
THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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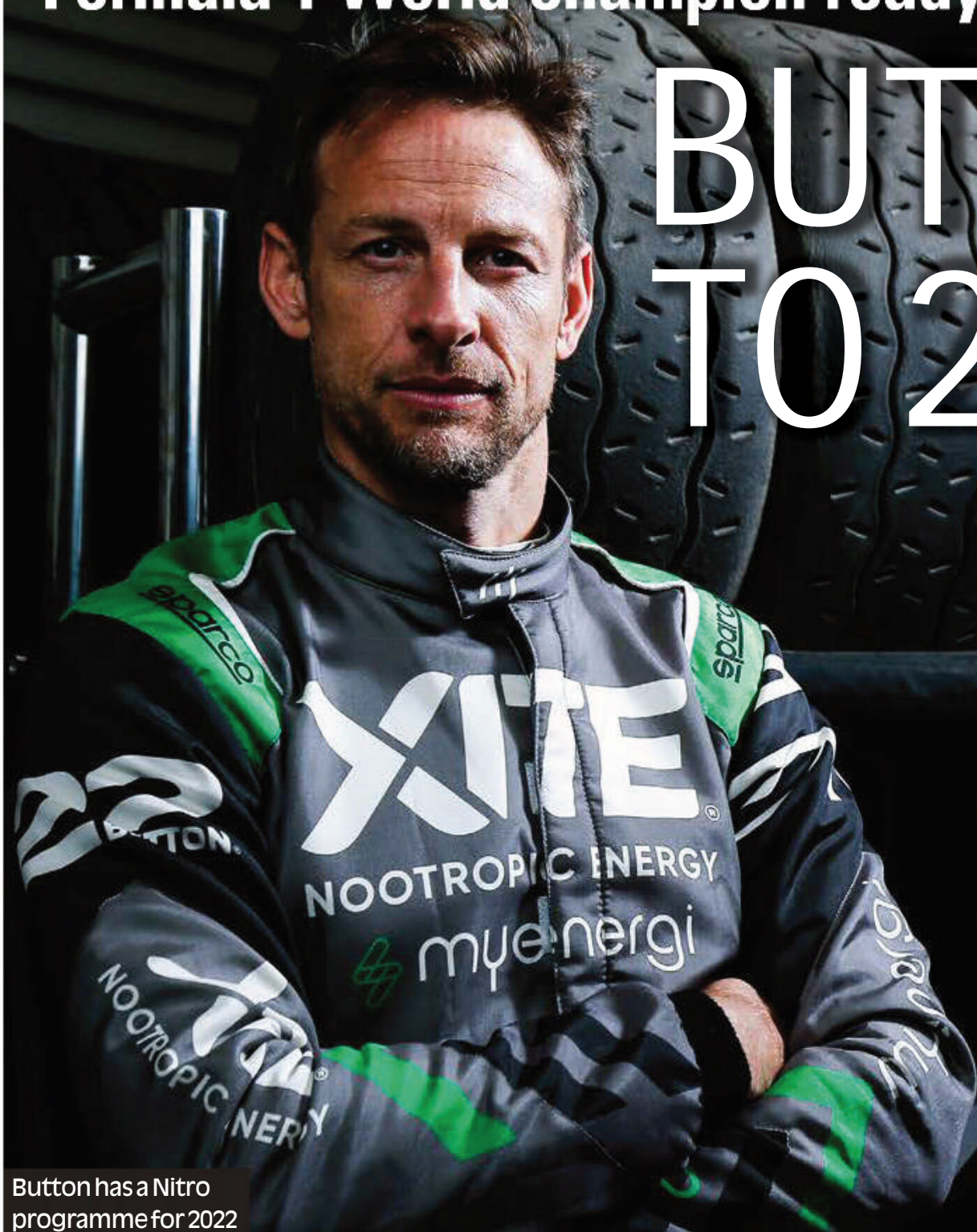
Title-winning sportscar team boss and former racer tackles the MN readers' posers, p20



EXCLUSIVE INSIGHT

Formula 1 World champion ready to follow in father's rallycross footsteps

BUTTON COMMITS TO 2022 ELECTRIC RALLYCROSS PROGRAMME



Button has a Nitro programme for 2022

By Hal Ridge

Jenson Button has signed for British team Xite Energy Racing to follow in father John's footsteps by entering the rallycross arena.

The 2009 Formula 1 World champion will race a brand-new all-electric FC1-X rallycross machine as team-mate to fellow

Brit Oliver Bennett. The pair will contest the 2022-2023 Nitro Rallycross series, which has expanded out of America to hold rounds in Europe and the Middle East. The season-opener set to take place at Lydden Hill in the UK.

Button revealed his intention to switch to rallycross at his final F1 race as a full-time driver in 2016,

but 2022 will mark the first time he has competed in the discipline. His father John was a successful rallycross racer in his own right.

Jenson Button told MN: "It's in my blood. This is another challenge, it's completely different to anything I've done before."

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THE VOICE OF BRITISH MOTORSPORT
**MOTORSPORT
NEWS**

REPORT

KING CHARLES RULES IN AUSTRALIA

Ferrari man takes second F1 win of 2022 **p4**



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GOODWOOD MEMBERS' THRILLS

Stars and cars tackle West Sussex **p18**





ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

SPARES

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Wavy plate each **£16.30** £19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1 **£251.80** £302.16

Atlas axle casing, thick tube, double pinned & breather
Pig's head only

£198.60 £238.32
£165.00 £198.00

Axle end stubs, R/H & L/H thread
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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

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Spare plate kit
Spare side gears, 18 or 22 tooth (please state)
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Spare side bearing, top quality
Crush washer
Crown wheel bearing
Pinion bearing
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth
English axle weld-on brace ring
Special 10mm axle brace, English axle
SPARES
Semi-floating hub assembly (less bearing)
Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
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£395.80 £474.96
£395.80 £474.96
£39.50 £47.40
£32.50 £39.00
£231.50 £277.80
£19.90 £23.88
£5.90 £7.08
£9.90 £11.88
£14.90 £17.88
£443.80 £532.56
£39.90 £47.88
£99.50 £119.40
each **£144.40** £173.28
£48.90 £59.76
£77.50 £93.00
£39.50 £47.40
£59.50 £71.40
each **£34.50** £41.40

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ESCORT BRAKING PARTS

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7x13 **£76.00** £91.20
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8x15 **£99.00** £118.80

Classic Ford wheels from
£69.00 £82.80

Poly 'bump stops, top axle mounting pair **£8.12** £9.75
Escort 11/1300 front springs, 145-220lbs pair **£33.80** £40.56
Escort RS front springs, 145-220lbs pair **£33.80** £40.56
1.9" & 2.25" coil springs, 20,000 in stock! **from £15.90** £19.08
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LH 2:4 ratio **£149.50** £179.40

H/duty quick steering racks

RH 2:4 ratio **£174.50** £209.40
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LH 2:2 ratio **£214.50** £257.40

OEM style steering rack mounts
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Roller bearing plastic dust covers, pair **£49.50** £59.40
Spherical bearing race type top mounts, pair **£9.50** £11.40
£49.60 £59.52

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Anti-dive kit **£59.50** £71.40
World cup X-member **£31.00** £37.20
World cup mounts **£106.50** £127.80
World cup X-members **£28.50** £34.20
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4-link kit **£119.50** £143.40
Heavy duty 4-link kit **£185.00** £222.00
Group 4 round turret kit **£65.00** £78.00
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Mk2 spring shackles **£23.50** £28.20
OEM Escort RS struts **£96.95** £116.34
Group 4 spec. front RS struts **£128.00** £153.60
Escort RS stub axles **£130.00** £156.00
RS steering arms **£69.50** £83.40
Heavy duty steering arms, gusseted **£79.50** £95.40
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www.rallydesign.co.uk



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X-Flow ally radiator **£179.60** £215.52
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M16 Calipers from
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M16 calipers to fit standard discs, pair **£89.00** £106.80
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4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit **£159.80** £191.76

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Escort Mk1 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk2 front heated laminated screen (incl. rubber) **£198.60** £238.32
Escort Mk1 front screen rubber **£24.92** £29.90
Escort Mk1 rear screen rubber **£23.92** £28.70
Escort Mk2 front screen rubber **£29.08** £34.90
Escort Mk2 rear screen rubber **£29.08** £34.90
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Wiring loom bulkhead grommet **£6.90** £8.28
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Steering column bulkhead grommet **£7.20** £8.64
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Throttle pedal pad **£5.20** £6.24
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Shock absorber top caps pair **£13.90** £16.68
Rear bumper side plugs, set of 4 **£9.90** £11.88
Oil line bulkhead grommet **£5.10** £6.12
Brake servo rod bellows **£5.20** £6.24

COMMENT

Photos: Motorsport Images, Paul Lawrence, Jakob Ebrey



Technical trouble for Red Bull in Australia gave an interesting insight into mindsets

HOW TO LOSE GRACEFULLY...

On a track where overtaking is notoriously difficult, the rejuvenated grand prix circus put on another superb performance in Melbourne last weekend. Eventually, Charles Leclerc was able to stroll to another victory for Ferrari, but there was interest and intrigue all the way through. A podium for George Russell and a point for Alex Albon were just two of myriad highlights.

World title holder Max Verstappen was not among those toasting their performances afterwards as his Red Bull conked out following 39 laps of the parkland circuit. Although he said he didn't have the pace to challenge the red car in front of him, he had been well on course for second place – a position that eventually went the way of his team-mate Sergio Perez. Perhaps the most interesting aspect of the entire weekend was the post-race interview with the crestfallen Dutchman. After both of the Milton Keynes-built cars suffered terminal failures in the season opener in Bahrain, to have lightning strike twice in three races was a very unusual position for Verstappen to be in.

The last time the 24-year-old failed to finish two out of three races was back in the middle of 2020 (a power unit failure and a crash at the Italian and Tuscan GPs). Back then, he was out of the realistic championship picture and the pressure wasn't really ramped up. Given his superb performances in 2021 consistent results are now expected and DNFs are scrutinised in even more detail.

The toys didn't come out of Verstappen's pram, but they very nearly did. You can imagine that if the Raging Bull is tamed by the Prancing Horse when F1 reconvenes at Imola on April 24, then the splinters will truly begin to show. Contrast that with the behaviour of Lewis Hamilton this season.

The seven-time World title winner is also having his struggles, but his are more fundamental. However, the Briton is holding his tongue as much as he can and is plugging away picking up what points are available to him given the current Mercedes malaise. And just look at the points table as it stands right now: Hamilton is three points ahead of Verstappen. Which camp would you rather be in right now? It is a tricky conundrum.

Elsewhere in this issue, we report on all the fun from the Goodwood Members' Meeting from West Sussex and the latest action from the BTRDA Rally Series in mid-Wales.

Barwell Motorsport boss Mark Lemmer is the man in the hot seat for the readers' Q&A grilling and he reflects on his path to his dominant position on the GT pitwall.

Also, don't forget your change to vote for your favourite crash helmet design of all time. The poll is still open, so go to page 34 to check out how you can get involved.

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MOTORSPORT NEWS

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Rolling back the years

Star cars steal the show at Goodwood's Members' Meeting



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Readers' Q&A: GT team boss Mark Lemmer

Team boss and former racer tackles a really tough test: the MN readers' posers...

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Back in his old manor: Ricky Collard's BTCC return

FORMULA 1 REPORT: AUSTRALIA

Photos: Motorsport Images



Leclerc now has a commanding lead in points table



It was Ferrari to the fore again in Australia

KING CHARLES RULES ACROSS ALBERT PARK

As others failed, the Ferrari man was perfect. By **James Roberts**



Lewis Hamilton was slowed with overheating late on



Fortunate pitstop timing helped Russell to third

F1 RESULTS

Australian Grand Prix,
Laps: 58 Speed: 130.030mph Track: Albert Park

	DRIVER	TEAM/CAR	TIME
1	Charles Leclerc	Ferrari	1h27m46.548s
2	Sergio Perez	Red Bull	+20.524s
3	George Russell	Mercedes	+25.593s
4	Lewis Hamilton	Mercedes	+28.543s
5	Lando Norris	McLaren-Mercedes	+53.303s
6	Daniel Ricciardo	McLaren-Mercedes	+53.737s
7	Esteban Ocon	Alpine-Renault	+1m01.683s
8	Valtteri Bottas	Alfa Romeo-Ferrari	+1m08.439s
9	Pierre Gasly	AlphaTauri	+1m16.221s
10	Alexander Albon	Williams-Mercedes	+1m19.382s

11 Zhou Guanyu (Alfa Romeo-Ferrari) +1m21.695s; 12 Lance Stroll (Aston Martin-Mercedes) +1m28.589s; 13 Mick Schumacher (Haas-Ferrari) - 1 lap; 14 Kevin Magnussen (Haas-Ferrari) - 1 lap; 15 Yuki Tsunoda (AlphaTauri) - 1 lap; 16 Nicholas Latifi (Williams-Mercedes) - 1 lap; 17 Fernando Alonso (Alpine-Renault) - 1 lap; 18 Max Verstappen (Red Bull) - 38 laps/engine; 19 Sebastian Vettel (Aston Martin-Mercedes) - 22 laps/accident; 20 Carlos Sainz (Ferrari) - 1 lap/spin. **Drivers' championship:** 1 Leclerc 71 points; 2 Russell 37; 3 Sainz 33; 4 Perez 30; 5 Hamilton 28; 6 Verstappen 25. **Constructors' championship:** 1 Ferrari 104 points; 2 Mercedes 65; 3 Red Bull 55; 4 McLaren 24; 5 Alpine 22; 6 Alfa Romeo 13.



A duff set of Pirellis ruined Alonso's competitive run

After three races, just three points separate Lewis Hamilton and Max Verstappen in the Drivers' championship... yet they sit fifth and sixth in the standings. Last year's title protagonists are already over 40 points behind this season's runaway leader Charles Leclerc. Australia wasn't kind to any of the four World champions that lined up on the starting grid.

The Ferrari ace achieved a grand slam in Melbourne: pole, fastest lap and he led all 58 laps to take a comfortable win in the St Kilda sunshine. Leclerc's lead in the points chase benefited from two of his main rivals failing to finish. Verstappen was his closest challenger in the race, running second when a suspected fuel leak forced him to stop 20 laps from the finish. And a weekend of misfortune conspired against his Ferrari team-mate Carlos Sainz, who spun himself out of contention on the opening lap.

A replacement steering wheel prior to the start caused Sainz to go into anti-stall off the line. On the hard tyres, surrounded by drivers on mediums, he slipped to 13th, ran wide at

the entry to the high-speed Turn 10-11, and spun across the track and into the gravel trap. Game over.

The combination of Sainz and Verstappen's retirements promoted Sergio Perez and George Russell onto the podium. The British driver got the measure of team-mate Hamilton by the lucky intervention of a safety car, just as he was due to make his pitstop. Russell and Perez (now second and fourth in the Drivers' championship) joined Leclerc to receive their trophies in front of a huge capacity crowd.

It's been two years since we were turned away from Melbourne at the very start of the coronavirus pandemic. And the response of the Australian public last weekend was immense. A four-day total of 419,114 F1 fans came through the Albert Park gates to record the largest sporting crowd in the country's history.

A new layer of asphalt, in addition to circuit revisions, made the lakeside track quicker this year. But the decision on Saturday morning to remove a fourth DRS zone from the back straight for safety reasons caused some consternation – as it appeared to favour those teams that had already committed to a low downforce set-up and who weren't suffering with 'porpoising' as badly as others.

That included Alpine and, during qualifying,

it looked as if Fernando Alonso had a car capable of challenging for the front two rows. As he entered the revised Turn 11, his hydraulics failed causing him to run wide and hit the wall. Cue more frustration from the Spaniard.

Another World champion enduring a miserable time Down Under was Sebastian Vettel. After missing the first two races with Covid, he probably wishes he had stayed in bed. An engine problem caused him to miss a lot of Friday running and his ride back to the pits on a scooter – with helmet atop his head – led to a €5000 fine. An unwieldy and slow Aston Martin caused him to crash again on Saturday and he spun out of contention on lap 23, to bring out the safety car for a second time on Sunday.

His team-mate Lance Stroll didn't fare much better. After a sizeable shunt in qualifying after a misunderstanding with Nicholas Latifi, Stroll was struck with a five-second time penalty for weaving on the straight in the race. He was on for a points finish, as a clever double pitstop under the Sainz safety car – in which he took the medium tyre for one lap – meant Stroll could run on the hard tyres for the remainder of the race. It didn't work out, and the Aston Martin crew looked as green as their cars come Sunday night.

Another driver to spend one lap on the medium tyre was Alex Albon, and he chose to do so on the final lap of the GP. Albon's Williams was disqualified from qualifying for not having enough fuel for the FIA to take a sample. In addition to a three-place grid penalty for his coming-together with Stroll in Jeddah – he started in last place.

But two safety cars and a stop on the penultimate lap meant Albon took the final point for 10th spot, and he described the result as "sweet".

Not as sweet as Charles Leclerc will be feeling as he heads to Imola. You have to go back to Michael Schumacher and 2004 to find the last time a Ferrari driver led the World championship heading to its home Imola race.



Both Lando Norris and Daniel Ricciardo (behind) scored well for McLaren

RACING NEWS

VERSTAPPEN BRANDS RED BULL FAILURE AS “UNACCEPTABLE”

World champion in dismay as another non-finish dents his chase for back-to-back crowns



Failure halted Dutchman

Photo: Motorsport Images



Verstappen was left frustrated

By Matt James

World champion Max Verstappen has branded a second car failure in three races as ‘unacceptable’ in his hunt to retain the F1 World title.

The Dutchman was running in second place in the Australian Grand Prix last weekend when his machine ground to a halt on lap 39 with an as-yet unspecified problem that was suspected to centre on the fuel system.

This follows a non-finish in the season opener when the World champion’s Red Bull broke down with three laps remaining while he was in second place, due to a fuel pump problem.

Verstappen is now 46 points behind Albert Park winner and drivers’ table-topper Charles Leclerc.

After stepping from his car in

Melbourne, Verstappen said: “We’re already miles behind, so I don’t even want to think about the championship fight at the moment. I think it’s more important to finish races.

“I knew I could not fight Charles [on pace], so there was no point to try and put pressure on him. But yeah, we didn’t even finish the race – it’s pretty frustrating and unacceptable. These kinds of things, if you want to fight for the title, they cannot happen.”

Team boss Christian Horner said that the team would conduct a full investigation. He told Sky Sports: “That was a really, really disappointing result not to finish the race. We don’t know what the issue is yet, but I don’t think it is actually engine related. I think it might be a fuel issue, but we need to get the car back, we need to be able to look at what’s exactly happened.”

PORSCHE AND AUDI MOVE CLOSER TO F1 ENTRIES

German firms Porsche and Audi are both edging towards a decision to join the Formula 1 grid when simplified grand prix powerplants are introduced in 2026.

Both of the Volkswagen Group-owned brands have been evaluating entries into F1 and a board meeting last week confirmed that both were now pursuing which options were available.

The statement said: “The management and supervisory

boards of Volkswagen, Porsche and Audi have confirmed plans for a possible entry into Formula 1 by the two brands.

“This gives our company the opportunity to demonstrate the motto ‘Vorsprung durch Technik’ in the pinnacle of motorsport from 2026. We have not yet made a formal decision, as we are currently in the final evaluation phase. At the moment, the new regulations for 2026 and beyond are not yet available.”

The stalling point for both is final confirmation from the FIA about the exact specifications of the new powerplants for 2026 and beyond, which are due to tone down the current complex hybrid technology.

Porsche has been linked to a partnership with Red Bull, which has already invested heavily in its own Red Bull Power Trains division and could allow Porsche to hit the ground running. However, the options for Audi are more complicated as it wants

to take over a team rather than just be an engine supplier.

It is believed that Audi had been in talks with McLaren but Aston Martin has also been identified as a potential option. The Silverstone team is planning its own engine, but the Audi option could be appealing.

Audi has yet to confirm that its planned WEC Hypercar has been binned for its F1 bid but sources report that a restructure is underway. Porsche’s sister project will be continued.



Porsche will want to forget its last Formula 1 attempt in 1991

HAMILTON’S GLITTERING MACHINES ON SHOW

A collection of all of Lewis Hamilton’s Formula 1 title-inning cars will gather at The Classic at Silverstone on August Bank holiday weekend to highlight the theme of Best of British.

Hamilton’s first title winner, the McLaren MP4-23 from 2008, will join all of his subsequent Mercedes machines that helped him to equal Michael Schumacher’s record of World crowns.

Nick Wigley, the boss of The Classic promoter Goose Live Events, said: “It’s a real privilege for us to have all seven of Lewis’ title winners on show at

The Classic this summer. Lewis is already a legend and his incredible successes will forever be celebrated as a major milestone in motorsport history. This very special display will also be another of the stand-out highlights under this year’s ‘Best of British’ banner at The Classic.”

Alongside the display, this year’s event will feature demonstration runs for V8, V10 and V12-powered 1990s Formula 1 cars. The Classic takes place on the same weekend as this year’s Belgian Grand Prix at Spa-Francorchamps.



Fans will get a glimpse of McLaren MP4-23



Aston’s Sebastian Vettel had a torrid weekend in Melbourne

UNDER-FIRE VETTEL REGRETS AUSTRALIAN NIGHTMARE WEEKEND

Aston Martin racer Sebastian Vettel says he couldn’t have had a worse start to his Formula 1 season after crashing out of the Australian Grand Prix on Sunday.

The four-time World champion took part in his first race of the year in Australia after missing the opening two rounds due to a positive Covid test.

However, the AMR22 machine lost power in practice on Friday and he caught a lift back to the pits on a marshal’s scooter. He was fined 5000 Euros as a result. The subsequent engine change meant he missed free practice two. He

crashed in free practice three and then was ruled out of qualifying after the opening session. His race lasted 23 laps before he again crashed, this time at Turn 5.

“Obviously, I tried to get the best out of the car that I can and with hindsight maybe I was pushing too hard,” the German said. “Once I lost it there was no chance to come back.

“It was more challenging not to have the running, obviously partly because we lost time with the car, and then with the Saturday morning incidents [it] doesn’t help, but I’m sure it will get better. It can’t get any worse,” he added.

TRICK STRATEGY HELPS ALBON TO SCORE FOR WILLIAMS

Alex Albon says that the final half of the Australian Grand Prix felt like a qualifying session as the British Thai driver finished in 10th place for Williams despite only changing tyres on the very last lap.

The London-born Thai, who started from the back of the grid after being disqualified from qualifying due to the FIA being unable to take a fuel sample from the FW44, drove a 57-lap stint on the harder of the Pirelli compound tyres that were in use in Albert Park. Despite darting into the pits on the final tour for his mandatory

stop, he had done enough to score his first points since he was a Red Bull Racing driver in Abu Dhabi, 2020.

“It just got better and better and by the end of it, it felt like qualifying laps for the last 25 laps of the race,” Albon told autosport.com. “Obviously it’s completely unexpected, but it really highlights all the work that’s been done at the factory and here at the track. That’s where determination and motivation gets you. It’s been an amazing day and I’m glad I could get this result for the team.”



Neat strategy helped Alex Albon to score points for Williams

RACING NEWS

MASERATI TO MOTIVATE VENTURI FE ATTACK

Italian car firm Maserati will join forces with Formula E squad Venturi Racing when it joins the fully electric category in the 2022-2023 season as a powertrain supplier.

The Venturi team currently runs Mercedes powertrains in its cars, which are driven by Lucas di Grassi and Eduardo Mortara and it has already been a winner this season. The tie-up with the Monaco-based team will begin at the start of the category's new Gen 3 phase.

Venturi team boss Susie Wolff said: "Being entrusted with the return of one of motorsport's most recognisable brands underlines our success in recent seasons in which we have firmly established ourselves as a winning team that can contend for titles."

NURBURGRING 24 ATTACK FOR WORKS ASTON MARTIN

Aston Martin will return to the Nurburgring 24 Hours this season and the factory effort will be run by British team TF Sport.

David Pittard, Nicki Thiim, Marco Sorensen and Maxime Martin will handle the GT3 entry in the top class of the German classic race on May 28-29.

TF Sport took part in its first build-up races to the 24-hour event last weekend and will tackle further races at the Eifel track on April 23 and May 7-8.

Huw Tasker, head of AMR partner racing, said: "Whenever an Aston Martin has competed in the top class of the Nurburgring 24 Hours it has proven to be competitive. This time around we have a world-class GT3 contender in the Vantage, proven winners in TF Sport running the car and a squad of champions driving it."

COLLARD TARGETS TIN-TOP GLORY AS HE SECURES TOYOTA TOURING CAR SEAT

Second-generation BTCC man aims for career restart after signing Corolla deal for 2022

Photos: Motorsport Images, Jakob Ebrey

By Matt James

Ricky Collard says he wants to have a long-term British Touring Car Championship career after confirming a deal with Speedworks Motorsport to handle a Toyota Corolla over the full 30-race season in 2022.

The 25-year-old, who has contested 11 rounds of the BTCC when deputising for father Rob in a WSR BMW in 2018, was on the verge of walking away from motorsport until a last-minute option came along recent and he has now signed for his first campaign in the front-wheel-drive hatchback.

Collard, who took a podium finish in the BMW, explained: "I was ready to move to Australia and wasn't thinking about racing, but this option came up and I knew it was something I had to grab. I've had bit-part campaigns in



Racer has grabbed chance

GT racing over the last few years and was getting a bit disillusioned, but now I have one of the plum drives and I can't wait to get out there."

Collard will line up alongside Rory Butcher for the Cheshire-based Toyota GB-backed team when the season sparks into life



Collard has already tested the Corolla

at Donington Park on April 23-24 and he says he can see the BTCC as a long-term option for him.

"The championship has really found its groove again over the last few years and [chief executive] Alan Gow has headed it up superbly," he said. "I have been around the BTCC paddock

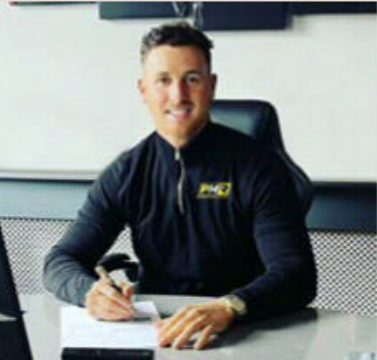
supporting my dad since I was a kid and it feels like coming home, in a way. This is something I really want to get my teeth into."

Collard missed some of the pre-season running at Croft last week due to illness, but was scheduled to join the rest of the runners in the official test at Thruxton

yesterday (Wednesday).

Team boss Christian Dick said: "[Ricky] has already shown during testing that he is an excellent listener and a very fast learner. I don't think it will be long at all before he's right on the money and challenging up at the front of the field."

HAND TIES UP POWER MAXED RACING BTCC CONTRACT



Hand: Multi-year deal

British GT4 champion Ash Hand has signed for the Power Maxed Racing British Touring Car Championship squad for a long-term deal.

The 27-year-old will race alongside Michael Crees in what has been confirmed as a multi-year partnership.

Former Renault UK Clio Cup battler Hand took the GT4 spoils in 2019 alongside Tom Canning in a TF Sport Aston Martin.

"A multi-year deal securing my future in BTCC is the Holy Grail of deals as a race driver," said Hand. "[Team boss] Adam

[Weaver] and I have been working on this for years and to be honest this is something all racers generally only dream of."

Weaver said Hand had first come to his attention when battling reigning BTCC champion Ash Sutton in Renault Clios in 2015.

Weaver said: "I know Ash and Creesy will get on brilliantly and I'm really looking forward to being a part of this team. It's everything we have been working towards and I have never been this excited about the BTCC year ahead."

FORMULA E: ROME BY SAM SMITH

APRIL 9-10

Photos: Motorsport Images

EVANS RULES THE ROOST IN ROME

Mitch Evans and Jaguar scooped a rare Formula E double after dominant performances on the undulating Rome Street track thrust the Big Cat into a potential 2022 title fight it once looked unlikely to join.

It was the first clean sweep by a driver since Antonio Felix da Costa took two wins at Berlin Tempelhof in August 2020 and thrust Evans into the title chase after he accrued just one point from the opening three races in Saudi Arabia and Mexico City.

Evans' weekend started off with no hint he could pull off the perfect result as he and his team gambled on staying out in the group qualifying session and suffered as his Michelin all-weather tyres overheated.

This contributed to a ninth-place grid start, but after he cleared the Porsche pair Andre Lotterer and Pascal Wehrlein on the opening lap, he surged through the field to execute a perfect strategy.

After he overtook polesitter Stoffel Vandoorne he opened up an unassailable buffer to

take his second win in Rome after his maiden Formula E win in 2019.

Tailing the Kiwi to the chequered flag was Robin Frijns who was able to jump Vandoorne who completed the podium.

Evans' teammate at Jaguar TCS Racing, Sam Bird, took fifth place behind Jean-Eric Vergne's DS Techeetah, rising from a lowly 13th on the grid.

Evans reprised his heroics in Sunday's race, but this time he only had to come through from fourth position on the grid.

Evans need some subtle assistance from team-mate Bird who was able to get amongst polesitter Vergne and delay the DS Techeetah driver enough for Evans to pull out an ultimate race winning gap.

Not even a late safety car and a resulting one lap sprint to the line compromised Evans who took the win from Vergne and Frijns who grabbed his second podium of the weekend.

Bird ultimately retired with damage after collecting Frijns' team-mate Nick Cassidy and

was later slapped with a three-place grid drop for the Monaco EPrix later this month for his part in the late race melee.

Results

Formula E

When: April 9-10 **Where:** Rome Street Circuit

Round 4 (27 laps): 1 Mitch Evans (Jaguar TCS Racing) 51m59.632s; 2 Robin Frijns (Envision Racing) +5.703s; 3 Stoffel Vandoorne (Mercedes-EQ Formula E Team) +6.966s; 4 Jean-Eric Vergne (DS Techeetah) +7.553s; 5 Sam Bird (Jaguar TCS Racing) +7.877s; 6 Antonio Felix Da Costa (DS Techeetah) +8.971s; 7 Edoardo Mortara (ROKIT Venturi Racing) +13.356s; 8 Pascal Wehrlein (TAG Heuer Porsche Formula E Team) +14.216s; 9 Nick Cassidy (Envision Racing) +14.543s; 10 Andre Lotterer (TAG Heuer Porsche Formula E Team) +19.339s. **Pole:** Vandoorne. **Fastest lap:** Cassidy 1m41.729s (74.3mph).

Round 5 (27 laps): 1 Evans 52m55.224s; 2 Vergne +0.584s; 3 Frijns +1.606; 4 Andre Lotterer (TAG Heuer Porsche Formula E Team) +2.093s; 5 Vandoorne +2.756s; 6 Wehrlein +4.655s; 7 Oliver Turvey (NIO 333 Formula E Team) +7.097s; 8 Luca Di Grassi (ROKIT Venturi Racing) +8.680s; 9 Sebastien Buemi (Nissan E.DAMS) +8.796; 10 Oliver Askew (Avalanche Andretti Formula E) +10.429s. **Pole:** Vergne **Fastest lap:** Frijns 1m41.256s (72.8mph).

Championship positions (after 5/16 rounds): 1 Vergne 60; 2 Frijns 58; 3 Vandoorne 56; 4 Evans 51; 5 Mortara 49; 6 Lotterer 43.



Mitch Evans charged from the back to claim two Formula E wins for Jaguar



Envision Racing driver Robin Frijns zeroed in on the points lead with two podiums

BARWELL AIMS TO RUN SECOND CAR LATER IN 2022

British GT champ seeks drivers for select rounds with Machitski/Lind unavailable



Barwell wants Huracan racing in key rounds



Machitski/Lind are not on entry

By Graham Keilloh

Barwell Motorsport is looking for drivers to race its second Lamborghini in selected British GT rounds this year with reigning champions Leo Machitski and Dennis Lind not defending their title.

Russian Machitski and Dane Lind were not included alongside Barwell

stablemate pair Adam Balon and Sandy Mitchell on British GT's 2022 full-season entry. An accompanying championship statement said: "Leo Machitski and Dennis Lind cannot retain their GT3 drivers' crown as a result of Motorsport UK's decision to suspend its recognition of Russian licenses." The governing body's move followed Russia's invasion of Ukraine.

Barwell team principal Mark Lemmer has highlighted July's Spa-Francorchamps and September's Brands Hatch rounds as possible events to run the car.

Lemmer told Motorsport News: "We'd love to have those guys [Machitski and Lind] back as soon as possible and it's obviously a big shame that they won't be able to start the campaign defending their title. But we're going to look to see if we

can find some suitable experienced drivers to maybe come in and do a couple of rounds in the second car later in the year, maybe Brands and Spa.

"We're looking at selected key rounds. We're not just going to get the car out there for the sake of it, it would have to be the correct package."

● *Read Lemmer's MN readers' Q&A on p20-25*

WALMSLEY BACK IN THE FAMILY

Lydia Walmsley is returning for a second Mini Challenge JCW campaign this year and is switching back to race with her family-run team.

The Ipswich 20-year-old stepped up to the premier JCW contest after a three-year stint in the Cooper category where she finished fourth in the championship.

Walmsley competed in JCW last year with BTC Racing, and now returns to

the team she raced with in Coopers.

Walmsley said: "Last year was a massive learning curve for me. Making the step up from a Cooper to a JCW car was just as difficult as I expected, and getting to grips with how tail happy these cars are took some time.

"I was quite happy with the progress I made and to get a top-10 finish at Brands Hatch was great. Climbing up the grid even further is the target [this year]."



Walmsley is back for a second JCW year and returns to family team

TEEN TRAVERS WINS IRISH JUNIOR MINI SCHOLARSHIP

Teenager David Travers has won a fully sponsored season in the new-for-2022 Mondello Park Junior Mini Challenge after winning its scholarship shootout at the Irish track.

The 14-year-old from Kilkenny headed the 22 aspiring racers selected from the applicants for last month's one-day event. The day included an

interview, simulator assessment and driving a race-prepared saloon.

Travers gets a brand-new race-prepared 120bhp Mini Cooper for the year, plus a season's supply of tyres and all entry and test fees.

He said: "I feel today's test went well and I am impressed with the car's handling."



Notable names have come together for part-time entry

TEMPESTA SET FOR BRITISH GT3 OUTINGS

Reigning GT World Challenge Europe champion Tempesta Racing will contest four British GT races this year starting with this weekend's Oulton Park double header.

Silver-Am duo Chris Froggatt and Kevin Tse will share the team's Mercedes-AMG GT3 – which raced in GTWCE's recent Imola curtain raiser – at Oulton plus May's blue-riband Silverstone 500 and Brands Hatch in September. It supplements 17 full-season GT3 entries for 2022.

Team founder Froggatt was part of Tempesta's 2020 and '21 GTWCE Pro-Am title wins but this will be his first time competing in his home British GT series. Tse meanwhile

is a familiar face having taken British GT victory in a one-off appearance alongside Tom Onslow-Cole in last September's Oulton round.

The Tempesta entry will be overseen at Oulton by 2 Seas Motorsport – which won last year's Silverstone 500 again in a one-off entry – before 2004 British GT champion and Tempesta's GTWCE partner GruppeM Racing takes over for Silverstone and Brands.

Tse said: "[Tempesta] are a winning team so I have every confidence that we will have a well-prepared car. I'm also looking forward to driving with Chris, who's a very fast and established GT driver. For sure I can learn from him."



Travers has won fully paid season in junior contest

IN BRIEF

Connor comeback

Alex Connor will return to the GB3 championship this year with Arden Motorsport after missing the latter half of last season. Connor was sitting third in 2021's table with Arden at the point he withdrew. "I feel like pre-season testing has gone really well getting familiar with the new car and making some good progress," the 17-year old said.

Red Bull tour

The respective leaders of GB3 and GB4's tables after the late-May Donington Park meeting will get a Red Bull Formula 1 factory tour thanks to the generosity of pole position award founder John Cavill. Cavill bid successfully for the experience at the Autosport Awards and elected to offer the two places to GB3 and GB4 up-and-comers.

Inquest

A pre-inquest review into Citroen C1 racer Angela Lucas's fatal crash at Snetterton last July has heard her safety harness came unbuckled moments before the accident. The review also heard concerns from Lucas's family that the same harness came undone for her team-mate the previous day. A full inquest is due next month.

New Noble view

A new viewing area has been opened at the Thruxton circuit overlooking the high-speed Noble corner. Thruxton operations manager Pat Blakeney said: "It's been on my wish list for a number of years. The view from here is absolutely stunning and one that spectators have previously never seen before."

Jones celebration

The family of the late Brands Hatch commentator Brian Jones would like to invite friends to a Celebration of Life for Brian to be held in the Kentagon at Brands Hatch on Thursday April 21 at 1400hrs. Please advise Ros Jones of your intention to come by email at: ros@brianjones.net before Friday April 15.

CLARK JOINS MOTORBASE PROGRAMME

Mini Challenge JCW racer Ru Clark has joined the Motorbase team's young driver programme for 2022 after also confirming his second season in the British Touring Car Championship support contest.

The 21-year-old from Perth in Scotland was a podium finisher last season on his way to finishing 11th in the standings and second in the rookie class.

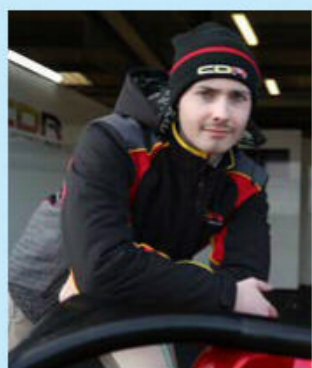
Volkswagen Racing Cup race-winner Clark will this year again compete for JWB Motorsport with which BTCC frontrunner Motorbase has partnered through its progression ladder.

Clark said: "It's going to be great learning from Motorbase's BTCC drivers, including two of the top stars in the championship."



Clark (r) welcomed to team

RACING NEWS



PEARSON BACK IN RACING AFTER CANCER

Joel Pearson will at last make his British Formula 4 racing bow this season 12 months after his debut was postponed by a bone cancer diagnosis.

Pearson for the 2021 season was set to graduate from Ginetta Juniors to British F4 with the Argenti team, but had to step away when diagnosed with a rare form of cancer in his pelvic area that needed specialist treatment.

He is now confirmed to compete this year with freshman British F4 squad Chris Dittmann Racing. Pearson got his second run in the new F4 car at British F4's official media day last week.

Pearson told Motorsport News: "I was testing with Argenti in the old car but I couldn't manage to get a new car sorted so they put me in contact with Chris [Dittmann, team boss]. I was testing a week later and now we're signed up to do the year."

"The thought of getting back racing is really what kept me fighting through all of it, just getting back in a car, getting back racing. I'm feeling fit, feeling ready for it."

"Realistically I want to be getting back on the podium. Bit by bit, chip away, and I'll see how the year goes."

BRITISH F4 SEEKING F1 SUPPORT EVENT

Formula 4 festival and combined FRECA round also among possible showcase races

Photos: Jakob Ebrey



Chambers says several new events are being looked at

By Graham Keilloh

Bosses of British Formula 4 organiser Motorsport UK are considering adding special showcase races to the series including having "ongoing conversations" about becoming a British Grand Prix support event.

Other possibilities include

supporting another grand prix, a combined Formula Regional European round, and a Formula 4 festival with other European F4 contests.

Hugh Chambers, CEO of recently appointed British F4 organiser Motorsport UK, said: "We're in conversations with FRECA at the moment and with the FIA, and they've come to us



British F4 is set for showcases

saying they would like to have a round in the UK and combine it with British F4.

"Despite conversations [with Formula 1 CEO] Stefano Domenicali last year and a joint ambition to have British F4 at this year's British Grand Prix, they have pre-existing contracts with F2, F3, W Series and Porsche Supercup.

"If we're going to do it we want to showcase it at the heart of a grand prix weekend. Those conversations are ongoing with F1."

"What we might look at for 2023 and beyond is some European round GPs to include with British F4."

"There are some discussions going for a Formula 4 festival. The obvious championship to

coincide would be Italy. I'd be really excited about the prospect of Italy, Spain, Germany if it happens and the UK having an event on a GP track."

"Middle of the year I very much hope that everybody [is] giving [British F4] a thumbs up and that gives us momentum to then get behind some of these other initiatives."

MAVLYUTOV GETS ALL CLEAR TO COMPETE

Daniel Mavlyutov has been given a green light to compete in British Formula 4 this year after Motorsport UK reviewed his licence renewal following its ban on Russian competitors.

Although Hitech GP driver Mavlyutov has Russian parents, he has never lived there, and was born in the USA, was brought up in Turkey and the UK and competes with a UK licence. The UK governing body in

response to Russia's invasion of Ukraine suspended recognising Russian licenses for participating in this country's motorsport.

Motorsport UK CEO Hugh Chambers said: "When it came to Daniel we looked at it very very carefully, and he fulfils all the criteria for us to be able to issue him with a Motorsport UK licence."

"When it came to [his licence] renewal in January we needed

to review it in the context of our sanctions against the Russian Federation."

Mavlyutov told Motorsport News: "I'm Turkish so there's no issues. I've been living here [in the UK] for 10 years and I was born in the US. I've always had a UK racing licence."

Mavlyutov is about to embark on his first full season of car racing, after making his debut in last year's Formula Ford Festival.



Mavlyutov fulfilled the criteria for a UK racing licence

SHARP IMPRESSION IN BRITISH F4 TESTING

New Zealand youngster Louis Sharp had a whirlwind introduction to British Formula 4 after sealing his deal to compete in the championship this year with multiple title-winner Carlin.

The 14-year-old had a day's old F4 car testing at Brands Hatch the day after arriving in the UK, then a week later placed eighth in last week's British F4 Silverstone official test and media day, his first run in 2022's car. Sharp though has to wait until Brands' round two for his race debut due to his age.

Sharp told Motorsport News: "It's all been a bit rushed, just trying to get to grips with it all. For our first time in the car it went pretty well. Considering [others' experience] we're not too far off."

"We jumped straight into it. Gotten over the jet lag now but definitely that first day at Brands Hatch I was feeling pretty tired."



There's been no rest for Sharp since arriving in the UK

HILLSPEED HELPS THE GB4 GRID NUMBER

Hillspeed boss Richard Ollerenshaw has said his team's surprise and race-winning appearance in GB4's first-ever meeting 10 days ago followed an intervention by organiser MotorSport Vision to boost the grid.

Hillspeed had intended to miss the Snetterton curtain raiser and make its GB4 bow at the first British GT-supporting event, at Oulton Park this weekend. However after MSV's request Hillspeed ran Megan Gilkes and Max Marzorati as one-off entries, and Gilkes led home a Hillspeed 1-2 in the weekend's final race. Twelve GB4 cars competed.

Ollerenshaw told Motorsport News: "We'd got no intention of being out at the first round, and then on Monday [before Snetterton] we got a call from Giles Butterfield at MSV asking



Ollerenshaw saw Gilkes lead home team 1-2 on GB4 bow

if we could get the cars out on the grid to bolster the numbers.

"When MSV come calling you do your best to step up to the plate. They provide a fantastic championship so we did everything we could to get the

cars on the grid. To come off the back of a race weekend that you'd got no intention to do, with no drivers, to finish on a 1-2 and still not have any confirmed drivers for the next round is a little bit surreal."

2022
08 ROUNDS

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RALLY NEWS

EVANS GETS A WRC TITLE BOOST AFTER ROVANPERA ADMITS TO CROATIA WEAKNESS

Points leader's 2021 crash leaves him light of knowledge on a rally where Welshman shone

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com



Evans has miles advantage



Rovanpera: hunted man

By Graham Lister

Elfyn Evans has been handed an early boost in his bid to reignite his faltering World Rally Championship title challenge.

Runner-up for the past two years, Evans is 42 points behind Toyota team-mate and form man Kalle Rovanperä ahead of the Croatia Rally, which hosts round three of the season from April 21-24.

While Evans – who has failed to complete a rally distance in 2022 – excelled on the slippery Croatian asphalt last April and only missed out on victory to Sebastien Ogier by 0.6s, Rovanperä crashed into retirement on the opening stage.

With the 2022 Croatia Rally route largely unaltered, save for the addition of two new stages, Rovanperä – who tops the title table by 14 points – fears he could be at a disadvantage.

“It’s nice to have a good gap in the points even though it’s only

two rallies into the season,” the 21-year-old Finn said following his pre-Croatia Rally test last week. “But the biggest challenge is to manage the experience gap to the guys who could do the full rally last year because we did almost the full first stage and after that we don’t have any experience.

“In an event like this where it seems that the conditions and the grip and the stages are quite difficult, with less experience it can be quite tricky to manage.”

Evans, 33, also completed his pre-Croatia running last week but insists his only focus is on a mistake-free event, not his championship-leading team-mate.

“It’s not been the start to the season we wanted by a long way, so we need to get off to a strong start [in Croatia],” the Welshman said. “We really can’t afford other mistakes, that’s clear and we have to focus on the performance ahead of us and concentrate on driving as well as possible.”

NEW HYBRID-POWERED TOYOTA FEELING “MORE NORMAL”

Toyota’s hybrid-powered GR Yaris Rally1 is starting to feel “more normal”, according to Britain’s leading WRC driver Elfyn Evans.

Although the Welshman has endured a season to forget, he completed a successful test

in Croatia last week. “It was nice to be back on Tarmac, working through some options,” Evans said. “It was a particularly slippery road, quite similar to what we’ll have on the Croatia Rally, so a good place to do some work.

“Everything is starting to feel more normal with these new cars but of course we still want to continue improving so there’s always work to do. We went through some options [in testing], some positive, some not so but that’s part of

testing and it’s nice to see some progress coming.”

Finn Kalle Rovanperä also completed a day of testing for Toyota in Croatia prior to undertaking the first of three three-day in-season development tests for official

tyre supplier Pirelli.

“The feeling was quite positive from the car,” Rovanperä said of his pre-Croatia test. “There has been really good progress from last time we were on Tarmac and hopefully it will be going well on the event also.

On Tarmac you can really feel the boost the best [from the hybrid] because you don’t have any wheelspin if the grip is good and all the horsepower is going into the ground and moving the car.”

EX-HILLCLIMB STAR’S HOME RUN A FINAL RUN

Croatian driver Niko Pulic’s entry on his home round of the World championship next week is set to be his last before he retires.

Pulic, a European Hillclimb champion, has registered for the WRC2 category in a Skoda Fabia Rally2 Evo.

His appearance on the Zagreb event from April 21-24 comes one year after he was forced to pull his Croatia Rally entry due to being seriously ill in hospital after contracting Covid-19. He had been due to drive a Ford Fiesta WRC until illness took hold.

Pulic’s compatriot Ivica Siladic will also compete on the event with priority status in the WRC3 category driving a Ford Fiesta Rally3.



New Zealand fans are desperate to see action again

HOPES HIGH FOR FLYAWAY WORLD RALLYING EVENTS

The prospects of the World Rally Championship returning to New Zealand and Japan this season have increased.

New Zealand was last included on the WRC calendar in 2012, two years after Japan’s final appearance. Both events should have formed part of the 2021 schedule but were cancelled due to Covid-19.

However, a lifting of border restrictions in New Zealand means the country’s WRC event from September 29-October 2 has essentially been given the green light to go ahead.

“Rally New Zealand will attract close to 1000 competitors, team personnel, media and

organisers,” event chief Michael Goldstein said. “With the news that the border will reopen we can’t wait to also welcome motorsport fans from around the world to Auckland.”

The situation is less clear in Japan, which is due to stage the WRC season finale from November 10-13. It’s understood there will be no quarantine requirement for vaccinated arrivals, although sources in the country have suggested that entry rules could be changed.

Safari Rally last June was the first non-Euro WRC event to take place after Mexico in March 2020, which was shortened when the pandemic took hold.

LONDON-BASED KENYAN SMITH HAS WRC AMBITIONS

Rio Smith is continuing a family tradition in the African Rally Championship.

The London-based student, 19, was the youngest driver in the field on Equator Rally Kenya at the start of April and finished 10th overall in a Ford Fiesta Rally4 co-driven by Riyaz Ismail.

His father is Don Smith, the 2016 African champion and the younger Smith, who has competed in autocross and karting, is aiming to compete in the Junior WRC in the future.

“I’m taking over from my father, which is a big task to take on but I think I’ll do well,” Smith said. “Currently my team is looking for new test tracks in Naivasha ahead of the WRC Safari Rally which I’ll take part in.”



Devine will tackle the stages in an R5 car for the first time



Josh Moffett is the Tarmac championship points leader

DEVINE TAKING CALM APPROACH AHEAD OF CIRCUIT OF IRELAND

Ford Fiesta R5 man wants victory to bounce back in championship hunt

By Jason Craig

Callum Devine is approaching the Circuit of Ireland this weekend declaring that it's not yet time to hit the panic button on his Irish Tarmac Rally Championship campaign for 2022.

After retiring from last month's West Cork Rally following gearbox failure, Devine heads to Ballymena in fifth place in the

standings. He trails series leader Josh Moffett by 26 points.

Devine, who had a strong end to 2021 with successes on the Cork '20' International, Donegal Harvest and Tour of the Sperrins rallies, said: "From a [Tarmac] title point of view, it's not ideal to have a non-finish so early in the season but that's rallying."

"We showed good pace to fight with the guys at the front [this season] and hopefully going

forward we can just keep doing that and see come the end of the season what way things are.

"A win at the Circuit of Ireland would be a great way to bounce back from our West Cork result but we are under no illusions as to just how challenging that is going to be," he added.

Devine has been relying heavily on past recce notes and recent in-car video footage of the Glendun and Cairncastle stages

as part of his pre-rally preparations having never tackled them in anger in a R5 car before now.

"I'm really looking forward tackling some of the classic stages – they are going to be special in an R5 car," he said.

"The Fiesta's set-up worked very well in West Cork – it was our first dry rally in the car and it seemed to work well.

"The roads in the Glens of

Antrim are a bit different from the roads at the other end of the county but don't think it will take much time to dial the car in to the roads up that way."

Devine will share the stages at the Circuit with Moffett (Hyundai i20 R5), Meirion Evans (Volkswagen Polo GTI R5), Alastair Fisher (Volkswagen Polo GTI R5) and Jonathan Greer (Citroen C3 Rally2).

ITINERARY

Good Friday

STAGE	TIME
SS1 Orra Lodge	0935hrs
SS2 Lisles Hill	1050hrs
SS3 Orra Lodge 2	1338hrs
SS4 Lisles Hill 2	1453hrs
SS5 Orra Lodge 3	1741hrs
SS6 Lisles Hill 3	1856hrs

Easter Saturday

SS7 Cairncastle 1	0851hrs
SS8 Glendun 1	1011hrs
SS9 Cairncastle 2	1250hrs
SS10 Glendun 2	1410hrs
SS11 Cairncastle 3	1649hrs



Fisher will put steady start behind him on the Circuit

FISHER FEELING NO PRESSURE DESPITE FAMILY TIES

Alastair Fisher, nephew of the late three-time Circuit of Ireland winner Bertie, feels no extra pressure from his illustrious family history on the event this weekend.

Fisher, who is the top seed, will tackle the two-day event in his R5-spec Volkswagen Polo GTI.

He told MN: "I would like to go there and win it."

"The Circuit of Ireland is the one rally above all the others that seems to resonate in everybody's mind. I have been competing in it for a number of years – from my days in the Mitsubishi to the current R5 car – so I know how special it is."

The Circuit of Ireland marks round three of the first post-Covid Irish Tarmac championship.

Fisher has had to work hard to get himself back on the pace after work commitments during and immediately after lockdown meant rivals gained valuable seat time while he remained on the sidelines.

"We have had a steady start," said Fisher, who is third in the standings on 18 points. "The margins are always tight but

this year, everyone's taken things up another level but, on reflection, I don't think we are too far away.

"At the Circuit I know I need to go on the attack from the first stage to the last – there isn't the time to bed yourself in. I know how special a win at the Circuit would be," he continued. "I just have to approach the weekend the way I would do if it were any other."

McERLEAN READY FOR PORTUGUESE GRAVEL DEBUT

Josh McErlean says it's likely that his competitive instinct will take over when he returns to Rali Terras d' Aboboreira this weekend despite using the two-day event as a test session.

McErlean has entered the Amarante-based rally – the third round of the Portuguese Rally Championship and a qualifier for the ERT Iberian Rally Trophy – in order to familiarise himself with Hyundai's i20 N Rally2 car on the loose. The event takes place on Friday and Saturday.

Gravel is the only surface on which McErlean has yet to sample the Hyundai, which he campaigns in WRC2 this year, and his second

career outing on the Terras d' Aboboreira is intended to prepare the 22-year-old for Rally Portugal towards the end of next month.

McErlean said: "We haven't competed on gravel since Portugal last year so the priority is to get a good feeling in the new car but I'm very confident the feeling will come early."

"The key goal is finding the car's sweet spot as far as gravel set-up goes. However, we won't find this until we are driving the car fast. Everything works that bit better when you are driving well."

Joining in the frenetically competitive Portuguese series



McErlean: looking for more experience on gravel stages

harbours no fears for the Northern Irishman, and although the event is intended to be a test, he stated his intention to grab the best result possible.

"When you want to be the best and get to the top of this sport

you never go places to make up the numbers – I wouldn't enjoy rallying if it wasn't competitive," he said. "The main priority is to get a good feeling in the car. Do that and the stage times and results will follow that."

ANDERSON MAKES 2022 JBRC BID

Scottish youngster Fraser Anderson will step back from the Academy Trophy to the Junior British Rally Championship in 2022 as the 19-year-old seeks to find consistency to match his pace on the stages.

Anderson hopes to bounce back from a frustrating season in a Ford Fiesta R2T in 2021, where the Helensburgh native showed strong pace that was rarely converted into the results.

He said: "We essentially won every single stage that we did competitively, and took the win by over two minutes on the Nicky Grist Stages. Unfortunately, a number of technical issues and admittedly a couple of mistakes on my part made the season quite tricky."



Anderson will drive Rally4

In 2022, Anderson and co-driver Sinclair Young will turn to a Rally4 variant of the Fiesta to bid for JBRC honours. "We decided to take a step back and reorganise for the future," he added.

"I'm hoping that the move to the Rally4 will rectify the technical issues we had last season and I'm coming into this year with a more measured approach, you could say my head is more screwed on."

RALLY NEWS



The Academy beckons McBride

TEENAGE MCBRIDE HEADS TO BRC ACADEMY CLASS

Motorsport Ireland Rally Academy member Kyle McBride will contest the Academy Trophy on this year’s British Rally Championship bill at the wheel of a Ford Fiesta R2T.

The County Donegal native initially competed on Junior 1000 forest events from the age of 13, netting the class title in the 2019 Irish Forest Rally Championship. Last season he returned to action in Ireland at the wheel of a Honda Civic before building experience with his first outings in the Fiesta ready for a BRC campaign in 2022.

“For me, I honestly think this is my next stepping stone in my career, as the competition is really high and the rallies are unreal,” the 19-year-old said.

RUNNER-UP KELLY RETURNS TO JUNIOR BRC CAMPAIGN

Photos: Jakob Ebrey, Kevin Money, Martin Walsh



Eamonn high: Kelly hunts for 2022 title

By Nick Garton

Last year’s Junior British Rally Championship runner-up Eamonn Kelly will return to the series in 2022.

The Ulsterman was pipped by MN’s National Rally Driver of the Year William Creighton in 2021 despite never having competed on gravel before starting his debut campaign.

The 23-year-old from Donegal, together with co-driver Conor Mohan, will campaign a Ford Fiesta Rally 4, seeking to add further victories to those won on the Grampian Forest Rally and at home on the Ulster Rally in 2021.

“We really did put a big effort into our season and performance and that meant our results were

justified,” Kelly said. “Competing against the likes of Will [Creighton] really brought us on as a crew as his experience meant we could learn from that in a way. I’m grateful that we got the chance to race him.

“We were so close [to taking the title] on our debut year so will be pushing ourselves further this time around.”

The significantly-revised calendar for 2022’s BRC season, which will be held only within mainland Britain, holds little fear for Kelly after performing so strongly on events that were new to him last year.

“I love a challenge and new events are always great to try out,” he said. “From the homework I’ve done, all the events look great and that all adds to the excitement. New rallies don’t faze me as much this year.”

BOYLE ABANDONS HIS WRC FOR R5

Declan Boyle will return to the wheel of an R5 car for the first time in three years on this weekend’s Circuit of Ireland rally, where he will swap his Ford Fiesta WRC for a VW Polo GTi R5.

“Development has stopped but I think they will be the car for the next few years,” Boyle told MN.

The dominance of Josh Moffet so far this season as another major factor in Boyle’s decision, despite the benefits that a full WRC car – even one of the previous generation – has on paper.

The WRC still has a bit more power and more top end speed but the R5’s have taken over from them in terms of corner speed,” he said.

“[In testing] the Polo was very stable and I reckon I could have taken many of the corners flat out, that was the message the car was giving me.

“Josh [Moffett] is in an R5 since about 2016 and he knows them inside out. He’s done a great job with the Hyundai, he’s also driving very well. He’s had four [wins] in a row this year and when you are at that level, it gives great confidence.”

WILLIE LOUGHMAN FOREST RALLY

APRIL 10

EARLY BURST DELIVERS O'BRIEN WIN

Organiser: Carrick on Suir Motor Club
When: April 10 **Where:** Carrick on Suir, Co. Tipperary **Stages:** 6 **Starters:** 67

Patrick O’Brien (Skoda Fabia R5) dominated the Willie Loughman Forest Rally, round two of the Motorsport Ireland National Forest Rally Championship, to finish 29.2 seconds ahead

of the Fiesta R5 of Jordan Hone. Keith Power’s similar car finished third.

Fastest times on all three stages of the opening loop pushed O’Brien 19.8s clear. On the repeat loop, he was able to ease off to clinch victory with Hone’s second place enough to promote him

into the series lead.

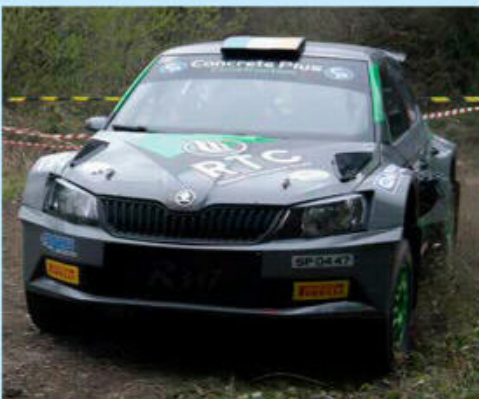
A puncture on SS4 seemed to ruin John Gordon’s hopes of winning the two-wheel-drive class but superb runs through the final pair of stages secured the category (and fifth overall) by 5.2s from the similar Escort of Mickey Conlon.

RESULTS

Willie Loughman Forest Rally, April 10

P	DRIVER/CO-DRIVER	CAR	TIME
1	Patrick O’Brien/Stephen O’Brien	Skoda Fabia R5	28m. 15.0s
2	Jordan Hone/Paul Hone	Ford Fiesta R5	+29.2s
3	Keith Power/Donal Balfe	Ford Fiesta R5	+2m. 08.6s
4	Ray Breen/Andy Hayes	Ford Focus WRC	+2m. 25.5s
5	John Gordon/Ben Taggart	Ford Escort	+2m. 56.8s
6	Mickey Conlon/Paul McPhillips	Ford Escort	+3m. 02.0s
7	Gerard Lucey/Donagh Crowley	Mitsubishi E8	+3m. 04.6s
8	Ashley Dickson/Des Sherlock	Ford Fiesta R5	+3m. 16.3s
9	PJ O’Connor/Denny Greaney	Mitsubishi E9	+3m. 22.9s
10	David Condell/Paul Kelly	Ford Escort	+3m. 24.8s

Class winners: Brendan Cumiskey/ Martin Connolly (Ford Fiesta R2); O’Connor/Greaney; Dickson/Sherlock; Breen/Hayes; Killian Murphy/Brian Martyn (Ford Ka); Danny O’Leary/Daniel O’Leary (Peugeot 205 GTi); Barry Mahon/Ulтан McGowan (Honda Civic); James Dunphy/Steven Mackey (Ford Escort); Alan Commings/Joseph O’Brien (Escort); Hal Lewis/Tommy Commane (Escort); Gordon/Taggart; Dylan Eves/Sean Marsh (Civic); Lucey/Crowley; Jack Brennan/John McGrath (Skoda Citigo)



O'Brien proved unstoppable

ROAD RALLY ROUND-UP

Hemingway bounces back for Proton Satria victory on the Rally of Derbyshire

Richard Hemingway/Sam Collis demonstrated a return to form by taking a clear win on the Rally of Derbyshire recently.

Matlock Motor Club had laid out an 80-mile route using roads that, in some cases, were new to road rallying or alternatively hadn’t been used in decades.

The navigator of car number one, Charles Wheeldon, was embarking

on his 50th year of competition but he and driver Guy Robinson suffered a puncture on their Escort on the first section. They recovered to take third at the end.

Thomas Hick/Sam Spencer were fastest on the kart circuit test that opened the event, but were later held up during the road sections and fell to sixth.

Hemingway/Collis took the lead a

third of the way through and came home over a minute ahead of Richard Hunter/Sasha Heriot.

Kirkbride Airfield was the venue for the White Heather Tests, with one test using M-Sport’s Tarmac testing track.

Chris Dodds/Peter Gibson led for most of the day and came home 19 seconds clear of the field. There was a tight battle for the runner-up

spot with Philip Hodgson/Lewis Hodgson beating Bob Hargreaves/John Thornley by 4s.

In the Historic section, Dave Short/Roy Heath were the quickest crew of the day, but a wrong test for them meant that Alex Willan/Glenn Fothergill (BMW) ultimately took the category win.

Ian Mills

Results
Kick Rally of Derbyshire
Organiser: Matlock Motor Club **When:** April 2-3
Where: Derbyshire/Staffordshire **Championships:** None **Route:** 80 miles
Starters: 35
1 Richard Hemingway/Sam Collis (Proton Satria) 3m53s; 2 Richard Hunter/Sasha Heriot (Ford Escort) +1m17s; 3 Guy Robinson/Charles Wheeldon (Ford Escort); 4 Adrian Green/Ian Gibbins (Proton Satria); 5 Clint Eade/Tom Murphy (BMW Compact); 6 Thomas Hick/Sam Spencer (Citroen Saxo); 7 Simon Cottrell/Paul Taylor (Escort); 8 Tom Fenton/John Harper (Peugeot 205 GTi); 9 Alistair Hodgkinson/Thomas Wheatcroft (Renault Clio 172); 10 Tim Tordoff/Ian Frazer (Ford Fiesta). **Class winners:** Novices: Fenton/ Harper

White Heather Tests
Organiser: Wigton Motor Club **When:** April 2
Where: Kirkbride Airfield **Championships:** NESCR0 **Tests:** 18 **Starters:** 33
1 Chris Dodds/Peter Gibson (Mazda MX-5) 29m31s; 2 Philip Hodgson/Lewis Hodgson (Mazda MX-5) +19s; 3 Bob Hargreaves/John Thornley (BMW Compact); 4 Barry Lindsay/Martyn Petry (Peugeot 206 XS); 5 Kevin Savage/Philip Savage (Suzuki Ignis Sport); 6 Russel Robertson/Mark Winder (Mazda MX-5); 7 Andrew Graham/Kat Sutton (Ford Fiesta ST); 8 Jamie Barnett (Nissan Micra); 9 Alex Willan/Glenn Fothergill (BMW 316i); 10 Dave Short/Roy Heath (Ford Escort). **Class winners:** Historic: Willan/Fothergill; Novices: Barnett

LOOKOUT STAGES RALLY

APRIL 10

NUGENT SEALS LOOKOUT STAGES VICTORY

Organiser: Trackrod MC
When: April 10 **Where:** Melbourne Nr York **Championships:** ANEMMC, ANWCC, Melbourne Challenge. **Stages:** 6 **Starters:** 40

Darren Nugent/Peter Johnson’s Escort battled back to win over six stages at Melbourne, having lost their early lead to Ryan Fagan/Jordon Joines’ similar car.

Fagan’s lead had grown to 12 seconds when his Escort lost drive on stage four, leaving Nugent 24

seconds clear of Miles Taylor/Barry Young’s Subaru Impreza at the finish.

2015 winner Michael Glendinning/Kari Bates retired from third with mechanical woes in their Impreza with a stage to go, which handed third to Phil/Mick Gallagher’s Mitsubishi E9.

Mat Smith/Joanne Wilkinson retired from an early sixth when their Proton Satria had an engine

blow after the timing chain slipped and with Dave Hornbrook/Ann Forster’s Mitsubishi E7 a last stage retirement, Shaun/Alisha Wilson’s Impreza was a clear fourth, from Pete Robinson/Richard Wood’s Impreza and Rob/Josh Watson’s Class 3-winning Escort.

Nugent and Taylor won Classes 4 and 5, with James Crosland/Jason Metcalfe’s Escort late Class 3 winners, after John/Ciaran Tear’s



Black beauty: Escort on top

Ford Puma broke its gearbox. Andrew Foster/Chloe Percival’s Corsa retired on the last stage to hand the Class 1 spoils to Kaemen Walsh/Gareth Williams’ MG ZR.

RESULTS

Lookout Stages Rally, April 10

P	DRIVER/CO-DRIVER	CAR	TIME
1	Darren Nugent/Pete Johnson	Ford Escort	53m11s
2	Miles Taylor/Barry Young	Subaru Impreza	+34s
3	Phil Gallagher/Mick Gallagher	Mitsubishi E9	+1m31s
4	Shaun Wilson/Alisha Wilson	Subaru Impreza	+2m04s
5	Peter Robinson/Richard Wood	Subaru Impreza	+2m55s
6	Rob Watson/Josh Watson	Ford Escort Mk2	+4m22s
7	Rob Foster/David Teasdale	Subaru Impreza	+4m25s
8	Kevin Franks/Craig Walley	Ford Escort	+4m34s
9	Andrew Mallinson/Tony Gill	Subaru Impreza	+4m40s
10	Clive Hitchman/Jeremy Griffiths	BMW E36 Coupe	+4m50s

Class winners: David Clucas/ Jason Cornell (Nissan Micra); Kaemen Walsh/ Gareth Williams (MG ZR); Watson/ Watson ; Nugent/ Johnson; Taylor/ Young.



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SPORTING SCENE NEWS

BUTTON TO STAR IN NITRO RALLYCROSS DURING 2022
The 2009 Formula 1 World champion signs up for full series alongside fellow Briton Oliver Bennett

Photos:5 Nations RX,Tom Banks, Colin Casserley, Ant Jenkins



Bennett (left) and champ Button

By Hal Ridge

Jenson Button, the 2009 Formula 1 World champion, has signed for Xite Energy Racing to compete in the 2022-2023 Nitro Rallycross Championship this season. Button will partner Nitro RX regular and former World Rallycross Championship driver Oliver Bennett in the team. The pair will race brand-new, all-electric, 1000bhp FC1-X machines in the headline Nitro RX Group E category. Button has previously tested various rallycross cars, but this season will mark his competitive debut. “I want to go racing,” said Button. “I love competing and I want to have fun. I’m looking forward to racing

Nitro RX with Xite Energy – a team which has great experience of not just rallycross but also racing electric vehicles.” Both Button and Bennett fielded teams in Extreme E last season, and while Bennett completed the full campaign as a driver, Button switched roles to team owner role after round one. Now he will follow in his father John’s footsteps. John Button campaigned a Volkswagen Golf and Beetle in the British Rallycross Championship in the 1980s Bennett said: “We’re a British team taking on the world. There’s no bigger or better driver to represent the team and what the team stands for than Jenson. His family history in rallycross and the fact that we’re both from the South West – him from

Frome and me from Bristol – makes this a great story. We’ve already completed a lot of testing and we’ve learned a fair bit from each other.” The 10-round Nitro RX season will begin at Lydden Hill in June. Bennett says despite not having tested the FC1-Xs yet, the team is already gaining from Button’s experience. Bennett added: “As well as the circuit experience he brings, one of the things you notice immediately is the level of professionalism. You don’t become a Formula 1 World champion without knowing how to get the best out of the car, the engineers, the team and everybody around you. I feel, as an organisation, we’ve already benefited hugely from having him with us.”

GRANT MAKES SUPERCAR RETURN FOR FOCUS SWAN SONG

Rallycross stalwart Andy Grant will return to the headline Supercar category in the British Rallycross Championship 5 Nations Trophy this year for what could be his last season in his Will Gollop-built Ford Focus. The 1992 European Rallycross champion Gollop developed the car at the turn of the millennium, and it was later used under

Gollop’s guidance by Andrew Jordan, who just missed out on the British crown in 2007. Grant has campaigned the car for more than a decade, and most recently competed in the Retro Rallycross four-wheel-drive division. He will now join a 15-strong line-up on the Supercar grid for the opening round of 5 Nations BRX this weekend. “I really enjoyed racing against Steve Harris in his Ford RS200 in Retro 4WD last season, and our lap times compared to the Supercars were very interesting,” said Grant. “I made some changes to the set-up of the car in the suspension and the differentials, and it made a big difference. So we’ll see how we get on a Lydden and go from

there, but I have to say, this could be the last season for me in the Focus. “It is still a brilliant car, but it was built 20 years ago and although I will be disappointed not to be in the mid pack and maybe even looking to sneak into the fight for the podium, it is quite different now to the cars at the front of the championship.”



Grant is ready for one final season at the wheel of the Focus

BRISCA F2 ROUND-UP

RENNIE GOES ON A RUN FOR FORMULA 2 GLORY

Ben Chalkley (69) was under pressure for his victory

Liam Rennie won two BRISCA Formula 2 finals in two days in a very successful weekend for the Glaswegian.

At Cowdenbeath on Saturday night, Rennie was caught by World champion Chris Burgoyne in the closing stages but survived Burgoyne’s repeated attempts to dislodge him, including a trip into the wall on the final bend.

The following afternoon at Crimond in Aberdeenshire, fierce rivals Gordon Moodie and Robbie Dawson crashed out in spectacular fashion after Dawson clipped the inner wall and careered into Moodie. Rennie steered clear of trouble to claim another victory as Ryan Farquhar emerged from a last-bend sort-out to take second ahead of Michael Philip.

Ben Chalkley took the honours at Mildenhall. Having passed Ricky Castell to take the lead, Chalkley was chased down by heat winner Andrew Palmer, but the Peterborough racer couldn’t quite get close enough for a successful last-bend lunge. Castell held on to complete the top three.

After a promising run at

Mildenhall ended with a broken halfshaft, Courtney Witts bounced back at Sheffield to take her maiden BRISCA F2 final win. She led almost from start to finish and withstood the last-bend challenges of Kyle Taylor and Charley Tomblin, who claimed second.

Mark Paulson

Results
Organiser: Spedeworth **When:** April 9 **Where:** Mildenhall Stadium **Starters:** 42.
1 Ben Chalkley; 2 Andrew Palmer; 3 Ricky Castell; 4 Ben Lockwood; 5 Jack Cave; 6 Charlie Guinchard; 7 Jordon Thackra; 8 Tom Pell; 9 Josh Rayner; 10 David Stevens.

Organiser: GMP Scotland **When:** April 9 **Where:** The Racewall, Cowdenbeath **Starters:** 14.
1 Liam Rennie; 2 Chris Burgoyne; 3 Gordon Moodie; 4 Trevor Harris; 5 Stephen Forster; 6 Euan Millar; 7 Graeme Leckie; 8 Steven Burgoyne; 9 Craig Wallace; 10 Paul Reid.

Organiser: Crimond Raceway **When:** April 10 **Where:** Crimond Raceway **Starters:** 14.
1 Liam Rennie; 2 Ryan Farquhar; 3 Michael Philip; 4 Craig Wallace; 5 Graeme Leckie; 6 Peter Watt; 7 Jason McDonald; 8 John Hogg; 9 Trevor Harris; 10 Laura Dawson.

Organiser: Yorstox **When:** April 10 **Where:** Owlerton Stadium, Sheffield **Starters:** 19.
1 Courtney Witts; 2 Charley Tomblin; 3 Kyle Taylor; 4 Chris Burgoyne; 5 Dave Polley; 6 Daz Shaw; 7 Jordon Thackra; 8 Michael Wallbank; 9 Billy Webster; 10 Rob Mitchell

BRISCA F1: NORTHAMPTON BY COLIN CASSERLEY **APRIL 10**

SWORDER PICKS UP WHERE THE OTHERS LEAVE OFF

After winning the first three shale meetings of the season, all eyes were on Ryan Harrison to see if he could make it four in a row. However, Harrison’s quest for the clean sweep was denied in his heat when he collided with race leader Jack France on the final turn and flipped his car onto its side. The defeated racer explained: “I had to go for it, no point in settling for second. I haven’t done much damage to the car but the engine lost some oil so I will load up today and check the engine back home.”

With Harrison sidelined, Tom Harris became favourite for the win. Harris had missed Mildenhall the previous night with engine problems, but they had been fixed and he went on to win heat one at Northampton in convincing style.

His hopes for a win in the final were dashed on the opening lap when he was punted into the Turn 1 fence on the first lap. On the following laps, several cars joined Harris in the fence and that brought out the caution flag.

On the restart, Chris Farnell lead the way with Ricky Wilson close by. Further back, Charlie Sworder was slicing his way through the field. Wilson muscled his way into the lead a couple of laps later, but his lead was negated by a yellow flag to remove the Simon Traves car that had stopped on the racing line.

On the ensuing restart, Sworder nudged his way into a race-winning lead. Frankie Wainman Jr and Mat Newson got past Wilson to claim second and third respectively.

Results
Organiser: Spedeworth/Incarace, BRISCA F1 **When:** April 10 **Where:** Northampton Raceway **Starters:** 44
1 Charlie Sworder; 2 Frankie Wainman Jr; 3 Mat Newson; 4 Mark Gilbank; 5 Richard Wilson; 6 Bobby Griffin; 7 Jake Walker; 8 Billy Johnson; 9 Joshua Smith; 10 James Morris.

BRISCA F1: MILDENHALL BY COLIN CASSERLEY **APRIL 9**

HARRISON FINDS THE SWEET SPOT FOR VICTORY

Harrison maintained his strong 2022 form

Of the first three shale meetings in 2022, Ryan Harrison won them all. After winning at King’s Lynn and Bradford, Harrison added Mildenhall to the list on Saturday night.

Chris Farnell took up the early running with Sam Brigg in pursuit. Further back, heat race winner Jack France was making a move towards the front when he tangled with Colin Goodswen. The duo stopped on the front straight and that brought out a yellow flag.

On the restart Brigg eased into the lead with Harrison closing in. A yellow flag from the stranded car of Ashley England negated Brigg’s lead. Harrison nudged his way into a race-winning lead as soon as the event went live again. Mat Newson took second place as the laps wound down but was unable to close in on the race leader.

Harrison said: “I made some changes for my heat race, and they didn’t work, I ended up fifth but got some damage. My crew worked hard to fix the car and we went back to our original set-up. The car was handling great in the final. It was also good to see Brigg running well, he is new to F1 and is starting to show some pace.”

Brigg, who won his heat early in the night and later won the Grand National, said: “We had some damage last time out, we have been busy at work so not had much time to work on it, we finished it at 2130hrs last night, but it was worth it, we have had a good night.”

Results
Organiser: Spedeworth/Incarace, BRISCA F1 **When:** April 9 **Where:** Mildenhall **Starters:** 36
1 Ryan Harrison; 2 Mat Newson; 3 Sam Brigg; 4 Frankie Wainman Jr; 5 Dany Wainman; 6 Paul Hines; 7 Joe Nickolls; 8 Josh Smith; 9 Frankie Wainman, Junior Jr; 10 Mark Gilbank.

HISTORICS

DOWN THE PUB

BILLY NAIRN

Pre '66 Mini racer
Age: 63 Lives: Henley-in-Arden



Nairn: planning Elan outings

He was in powerboats

"We raced powerboats for 20 years. We were in Formula 2 catamarans and I retired when I was about 58. It's very physical doing 120mph in boats and you do end up with a bad back from all the compressions and all the buffeting. It's hard work, but when you go from zero to 100mph in five seconds, it's fairly exhilarating."

They also have Caterhams

"It's not cheap, but I think the Mini is as expensive. My son Carl and I have raced cars for 10 years now and we've raced Caterhams. We've got 420Rs now that we race in the Macmillan series. We do that with two cars. And then I've always wanted to race at the Silverstone Classic, so we looked at what we should buy and it was either a Lotus Cortina or a Mini."

The Mini has now come good

"So we went for a Mini and we had it built new in 2018 by Jonathan Lewis at the Snetterton Speed Shop. Since then, we've changed the engine to Swiftune. To be fair, it is only in the last three or four races that it's really been competitive, so it's taken a long time to get there. We love the Mini and it makes you smile when you get out. We share it and we do Masters and we do Classic Sports Car Club as well with two drivers."

They now have an Elan

"We've just bought a Lotus Elan 26R, which we picked up last month so we're novices again for Gentlemen Drivers races. If we are going to a race meeting, we can take both cars. What happened was that we were going away for race weekends and doing a one-hour race between us and we thought we really needed two cars, so that we get the benefit of being away."

It should be a busy year

"We also do CSCC events with the Mini and then we take one of the Caterhams. The only thing is when you go from the Caterham into the Mini it feels like you've stopped! We love to race and hopefully we'll continue. We're doing about 20 races this year. It's enough for my age! I'm still working and I own a business with 10 Volvo truck franchises."



Photos: Paul Lawrence

PRO RACER TILLEY SETS SIGHTS ON HISTORIC RALLYING SUCCESS

US-domiciled Englishman thrilled with outings in Ford Escort Mk2

By Paul Lawrence

American-based professional sportscar racer Kyle Tilley is the latest star to try his hand in historic rallying with a Group 4 Ford Escort Mk2.

Tilley, 34, originally from Bath, started his racing career in Formula Ford at Castle Combe before moving to the United States, where he has carved a career as a

professional racer in sports prototypes. He won the LMP2 Am title in last year's Asian Le Mans Series and raced in the NASCAR Cup Series on road circuits.

However, rallying a Ford Escort Mk2 in the UK forests is the realisation of a long-held dream for the Indiana-based driver. "I've always been a massive rally fan," said Tilley. "When I was eight years old, I won two tickets to go

and watch Rally GB and I've been hooked on rallying ever since."

Recently, he raced an Oreca IMSA prototype at Sebring and three days later was testing the Ford Escort in Sweet Lamb in Wales with Marty McCormack before tackling Rally North Wales. The Riponian Rally in February was his first UK forest event and Rally North Wales was only his 10th-ever rally. He has also competed in

America in a Ford Fiesta R5.

"You can't beat this in terms of smiles per mile," said Tilley who spectated on the Roger Albert Clark rally last year. "The Mk2 is my pride and joy. It's so different to everything I've ever done."

This year, Tilley will split his time between IMSA, the Le Mans Series, Le Mans and ELMS, so finding free weekends to go rallying is a challenge.



The rapid Roberts drove the Reynard SF79 at Brands Hatch

Roberts graduates to slicks-and-wings – at last...

Former Formula Ford 1600 frontrunner Ollie Roberts ended a 15-year break from the sport to make his Historic FF2000 debut at Brands Hatch.

Roberts had a deal to move to Formula 3 in 2008 until a sponsor fell through. He stopped racing and built a career in the city before deciding during the lockdown that it was time to go racing again.

He bought a Reynard SF79 from Matt Wrigley and entrusted it to his former Formula Ford

engineer Brian Souley to race prepare in time for the new season.

"I always vowed that if there was an opportunity, I'd do some more racing," said Roberts. "The break during lockdown got me thinking. I tested the car for the first time on Friday and it felt great and I don't think we're too far off the pace. I'm loving being back," he said at Brands.

Issues meant Roberts was unable to take the start of the first race but placed 11th in race two in Kent.

Rally star cars to celebrate at Shelsley Walsh event

Rally cars from the Group B, Group A and WRC eras will be a key feature of the Shelsley Walsh Classic Nostalgia weekend in July.

Up to 40 rally cars from the Ralli22 organisation will tackle the Worcestershire venue over the weekend of July 16-17. Many of the rally cars will be competing against the clock on the 1000-yard hill, while others will take part in demo runs.

The 11th edition of Classic Nostalgia will celebrate 117 years of hillclimbing at Shelsley Walsh, only interrupted by two World Wars, with a major event theme being the 60th anniversary of BRM's Grand Prix success in 1962.



Rally cars will hit the Shelsley Hill

Delta is not a force for Allen

Paul Allen's dire fortune in Historic Formula Ford 2000 continued at the recent season opener at Brands Hatch when a persistent misfire during testing on Friday could not be resolved and he withdrew his Delta T78 from the weekend's races.

"We just can't trace it and we've replaced everything," said Allen who had widespread help from across the HFF2000 paddock to try and resolve the problem.

His time in the successful ex-Ian Briggs/Callum Grant car has been troubled from the beginning. Last year he managed to finish only one race from eight starts as an off, a spinning car in front of him and engine dramas wrecked his season.

RARE MARTIN SPOTTED AT BRANDS HATCH



The unique Martin BM12 Formula Atlantic car made a racing return at Brands Hatch in the hands of Antt Denham following a three-year rebuild. The former Clubmans racer had always wanted to race a Formula Atlantic and found the 1973 Martin and subsequently rebuilt it at his CK Motor Engineers business. It is thought to be one of only two single-seaters built by Brian Martin, who was predominantly a low-volume sports-racing car manufacturer in the 1970s.

IN BRIEF

Gesture for Rowley

Iain Rowley, one of the driving forces behind the Formula Atlantic races at Brands Hatch, was only able to join its grid earlier this month thanks to the generosity of fellow racer Bob Birrell. Rowley's own March 79B hit engine problems on the dyno, so Birrell offered the loan of his earlier March 72B for the weekend. Birrell's car had not raced since being driven by Bob Juggins at Anglesey in 2019 and Rowley had his first drive in it during qualifying at Brands.

Dodd's return

Julian Dodd, the father of Historic FF2000 racer Molly, ended a 10-year break from racing, stretching back to 2012, to enter his TVR Griffith in the Historic Road Sports race at Brands Hatch. "I've had the car all the time," said Dodd who has focused on his daughter's racing for the last couple of years. They hope to run both cars at selected HSCC race meetings this season.

Squires looks East

Phil Squires is hoping to contest the Silver Fern Rally in New Zealand this November now that travel to the country has been opened up. The Ford Escort Mk2 driver has contested the week-long gravel rally three times previously and had an entry for the 2020 event before it was cancelled due to Covid. Squires now hopes to move that entry forward and do the epic rally again in November.

Collins steps up

Historic FF2000 racer Fraser Collins has stepped up to the top class of the championship with the ex-Jono Baines Royale RP30. Collins has been a leading runner in the class for older cars with his Lola T580 but that car has now been sold and he acquired the Royale late last year. "I'd taken the Lola as far as I could and I'd like to be running nearer the front," said Collins of the move to the newer car.

Snijers for Tralee

Seven-time Belgian rally champion Patrick Snijers will be one of the stars on the Deja vu Tralee celebration event in Ireland at the end of May. Snijers loves Ireland and competed at Lurgan Park six times in Subaru, winning it twice. He won the Manx International in 1988 with Dany Colebunders in a BMW M3 E30. For the parade event in Tralee, Snijers will drive Jonathan Radley's Lancia Delta.

RALLY REPORTS

RALLYNUTS STAGES: BTRDA RALLY SERIES BY SIMON GRONOW

APRIL 9

HIRST AMONG THE BTRDA EQUALS

Ford Fiesta R5 man takes command from the opening stage in tense battle on classic rally routes

Photos: Ben and Paul Lawrence



Elliot Payne kept the pressure up throughout the day



Hirst was thrilled with set-up work

Some pre-event alterations to his Ford Fiesta R5’s suspension worked wonders for Mathew Hirst, who found the revisions to his liking as he and Declan Dear took an impressive first BTRDA event win on the Rallynuts Stages Rally last weekend.

The duo moved into the lead on the first of six classic Welsh forestry stages and were never headed. By the finish of the event, they were an impressive 31 seconds ahead of last year’s winners Elliot Payne/Patrick Walsh (Ford Fiesta Rally2). Dylan Davies/Mark Glennerster happy to finish third in their Skoda Fabia R5 on an event that was universally popular with the competitors.

Coping best with the slippery early conditions were Hirst/ Dear, who opened up a 15-second cushion on the opening 11-mile Myherin test before backing that up by setting another quickest time on the second, which ran through Hafren before finishing in Sweet Lamb. Second fastest through the short third test on Cwmysgawen enabled the pair to arrive at service with a comfortable 23s advantage over Ian Bainbridge (Skoda Fabia).

Partnering Bainbridge for the first time was Tom Woodburn, and the new combination worked well from the start, setting top-four times on the first two

stages before being quickest through Cwmysgawen. While Hirst was extremely happy with his car, Payne was having what he described as “a steady run”, which he blamed on a poor set-up. Despite that, he had been Hirst’s nearest challenger on the first two stages before dropping to third place following Cwmysgawen.

Fourth-placed Dylan Davies was enjoying his day. “They are brilliant stages, not rough at all,” he enthused, his Skoda one place in front of Perry Gardener/ Jack Bowen, who moved ahead of the Mitsubshi Lancer E9 crewed by Russ Thompson/ Stephen Link despite early brake issues.

Also suffering with brake problems were seventh-placed Tom Llewellyn/Ross Whittock. The pair wasn’t able to push as hard as they would have liked in their Mitsubishi Mirage as a result, and they were in seventh spot, just ahead of Richard Hill/ Pat Cooper who were having a problem-free run in their Mitsubishi Lancer E9.

The winners of the opening BTRDA round, Stephen Petch/ Michael Wilkinson, were faced with early retirement after going over the time limit with issues with their Ford Fiesta Rally2 after stage three. There was also disappointment for Ford Escort Cosworth crew Ian Joel/ Graeme Wood with turbo problems, while Pat Naylor/ Ian Lawrence

only got as far as service before a seized turbo also eliminated their Mitsubishi Lancer E9.

Stage four was a shortened version of the first test at Myherin and, with the sun shining, Hirst/ Dear pushed on in style. Their Fiesta worked well in the conditions as they set another fastest time, while Payne, who was two seconds slower, moved back into the runners-up spot ahead of Bainbridge.

A longer of version of the earlier Hafren test followed and, once again, it was the two Fiesta drivers who headed the field. Hirst finished the 12-miler just one second quicker than Payne, despite a moment on the last corner, giving him a healthy 29-second buffer with one stage remaining.

Luckily for Hirst, his only problem of the day occurred on the following road section when his Fiesta suffered a puncture. With the tyre replaced, Hirst rounded off the day with equal fastest time in Cwmysgawen. Winning co-driver Dear said: “It felt really smooth and good all day. The car was excellent, the boys have done a good job.”

Behind, Payne was far happier with his car in the afternoon following suspension alterations. That enabled him to increase his pace and take the runner-up spot. However, things didn’t go so well for Bainbridge.

After dropping to third following Myherin 2, Bainbridge was still in with a shout of second place but clipped a rock near the end of the fifth stage on Hafren. It damaged the Skoda’s steering and the resultant time loss dropped him to sixth position.

Benefiting from Bainbridge’s misfortune, Davies moved up a place to the final podium position, despite his Skoda Fabia struggling in the afternoon with heavy tyre wear.

Just six seconds behind was Gardener. His Fiesta performed better once brake problems had been solved and he equalled Hirst’s time on the final stage on his way to fourth position. Even though he found the slipper morning stages to his liking, Class B13 winner Thompson was delighted with fifth place.

Hard work by the service crew cured the braking problems on Llewellyn’s Mirage and, with more confidence in the car, he was able to finish seventh. The consistent Hill took eighth place in his Mitsubishi.

Driving a Mitsubishi Lancer E9 for the first time, Fiesta ST Trophy winner James Giddings quickly adapted to four-wheel-drive rallying and he and Aled Davies finished in a creditable ninth position, overhauling Charles Payne/ Carl Williamson’s Ford Fiesta Rally2 on the final stage after a day-long battle.

RESULTS

Rallynuts Stages **Where:** Builth Wells

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Mathew Hirst/Declan Dear	Ford Fiesta R5	42m41s
2	Elliot Payne/Patrick Walsh	Ford Fiesta Rally2	+31s
3	Dylan Davies/Mark Glennerster	Skoda Fabia R5	+1m07s
4	Perry Gardener/ Jack Bowen	Ford Fiesta R5	+1m13s
5	Russ Thompson/Stephen Link	Mitsubishi Lancer E9	+1m45s
6	Ian Bainbridge/Tom Woodburn	Skoda Fabia R5	+1m53s
7	Tom Llewellyn/Ross Whittock	Mitsubishi Mirage R5	+2m01s
8	Richard Hill/Patrick Cooper	Mitsubishi Lancer E9	+2m27s
9	James Giddings/Aled Davies	Mitsubishi Lancer E9	+3m10s
10	Charles Payne/Carl Williamson	Ford Fiesta Rally2	+3m12s

Class winners: **RF 1.4:** Lewis Hooper/Steven Brown (Nissan Micra); **RF 2.0:** Jack Thorne/Andrew Burnell (MG ZR); **1400C:** Richard Garnett/Stefan Arndt (Nissan Micra); **1400S:** Pete Corst/Mark Twiname (Vauxhall Nova); **R2:** Matt Jackson/Sasha Heriot (Ford Fiesta R2T); **B10:** Charlie Wright/Ashley Ramsey (Peugeot 106GTi); **B11:** Boyd Kershaw/Keegan Rees (Ford Escort Mk2); **B12:** Ashley Davies/Sam Fordham (Ford Escort Mk2); **B13:** Thompson/Link; **B14:** Hirst/ Dear; **H1/2:** Jonathan Brace/Paul Spooner (Ford Escort Mk1 RS1600); **H3:** Meirion Evans/Gwynfor Jones (Ford Escort Mk2 RS1800); **H4:** Alan Walker/John Connor (Ford Escort Mk2 RS1800); **H6:** Matt Edwards/Hamish Campbell (Fiat Abarth 131).



Dylan Davies picked up a late third spot in his Skoda R5

CLASS ROUND-UP



Lewis Hooper steered clear of drama in his Nissan

Hooper keeps his Micra in the winning groove

For the second event in a row Lewis Hooper/Steven Brown had a problem-free run to win the RF1.4 class in their Nissan Micra while two-time Super 1600 Rallycross champion Jack Thorne enjoyed his day as he and Andy Burnell won the RF2.0 category in their MG ZR.

A delighted Pete Corst/ Mark Twiname led the 1400S

runners home in their Vauxhall Nova as Charlie Wright/Ashley Ramsey claimed the Class B10 honours in their Peugeot 106 GTi. On their second outing in their new Ford, Matthew Jackson/Sasha Heriot were delighted to take the R2 win in their Fiesta R2T holding off strong challenges from fellow Fiesta crews Tony

Simpson/Ian Bevan and Jonathan Jones/Jez Rogers.

In the hotly contested Historic section, there was a good battle for the lead between Matt Edwards/Hamish Campbell and Nick Elliott/Peredur Davies in Fiat 131s. At the halfway point the pair tied for the lead but, once brake issues were sorted, reigning British Rally title holder

Edwards was able to show the car’s potential. He eventually won the division by 40 seconds.

Following a battle with team-mates Roger Chilman/ Paul Morris, Meirion Evans/ Gwynfor Jones won the H3 class in their Ford Escort Mk2. Jonathan Brace/ Paul Spooner took the H1/2 honours in their Mk1 Ford Escort RS1600.

PREVIEW

Photos: 5 Nations RX, Tom Banks



Tohill will head into the season as the man to beat

HOW THE OLD GUARD WILL LOOK TO FEND OFF THE FRESH TALENT

The 5 Nations BRX Championship blasts into life this weekend. By Hal Ridge

For the first time since the promotion and organisation of the British Rallycross Championship was taken over by Lydden Hill Motor Club two years ago and rebranded as 5 Nations BRX, the series will visit five different countries in 2022.

Through two years of the Covid-19 pandemic, the series was hit by event cancellations and postponements, making travelling to anything other than the regular British circuits all but impossible. It's one of those regulars, arguably the most famous rallycross venue in the world, Lydden Hill, that will host the season-opening double-header this weekend, as the British series returns to its traditional Easter Weekend slot at the Kent venue for the first time since 2019.

A strong line-up of headline Supercars has committed to the season-opener and 2022 campaign and some fast young chargers will face a number of the old guard, where experience so often can make up a youthful panache shortfall.

Although ultimately cut short due to Covid-19 related travel restrictions, the 2021 season went down to the wire, with champion Derek Tohill and regular title contender Ollie O'Donovan separated by just a pair of points.

Both drivers return for the 2022 opener, double European champion Tohill's Ford

Fiesta adorned with the coveted GB1 number, while O'Donovan will campaign a brand-new Proton Iriz RX. O'Donovan will have permanent team-mate this year as his son Patrick, who celebrates his 18th birthday on the eve of the Lydden weekend, graduates to the highest domestic level with the Ford Fiesta his father campaigned in recent years.

Impossible to discount, six-time champion Julian Godfrey returns for another effort with his ageing Ford Fiesta that he first used in 2005, while other regular returnees include Tristan Ovenden, Mike Sellar, Andy Grant, Roger Thomas and Steve Hill.

Dom Flitney has committed to a full season with the Volvo C30 he made his debut with last year, while Michael Boak joins the Supercar fold with a Skoda Fabia. Colin Anson will return with an ex-Christopher Evans Opel Astra and Bradley Westgarth will race a Mitsubishi Lancer Evo.

Steve Harris will give the debut to the series' first all-electric Supercar, an adapted ex-Prodrive Mini JCW WRC, once the car is completed. Nitro RX contender Oliver Bennett will contest the opening round this weekend and will put a cat among the pigeons with his former World Rallycross BMW Mini internal combustion machine.

Within the supporting cast, the two-wheel-drive Supernational division is experiencing a resurgence after dropping numbers in recent seasons, while the single-make categories, headlined by the Motorsport UK Junior Rallycross Championship for 14-17-year olds in 1300cc Suzuki Swifts, also feature a strong entry.

The BMW Mini category continues to grow, while the RX150 division has also returned to healthier numbers for 2022.

The most eclectic field is reserved for the Retro Rallycross division, with class boasting the largest entry of any class within 5 Nations BRX, including a range of cars of different specifications from different eras, up to the end of 1991. ■



Last year's runner-up Ollie O'Donovan makes Proton switch



Julian Godfrey will be targeting a seventh title in his Ford



Roger Thomas will handle Fiesta

SIX DRIVERS TO WATCH

Driver: Derek Tohill**Team:** PFC RX**Car:** Ford Fiesta

Fast everywhere, Tohill is race fit having contested the opening two Irish Rallycross Championship rounds this year. Being a fan of rallycross' rich history, the Dubliner is proud to carry the famous GB1 plate in the discipline's 55th anniversary year. A love of Lydden, a home event at Mondello Park and knowledge of the French round at Dreux where he previously raced in Euro RX could play to his advantage if he contests the full campaign.

Driver: Ollie O'Donovan**Team:** Team RX Racing**Car:** Proton Iriz

So often the bridesmaid in recent years, O'Donovan has switched machinery for 2022 to a brand-new Proton Iriz RX in an effort to go one better and win the title. The car has undergone limited pre-season testing, but O'Donovan's experience will be key as he bids to add to his 2007 British RX crown. A Euro RX campaign alongside his 5 Nations BRX effort, along with the amount of rallying the London-based Irishman has contested over the winter, will only help get the most from car and driver.

Driver: Julian Godfrey**Team:** Julian Godfrey Motorsport**Car:** Ford Fiesta

By his own admission, 2021 wasn't ideal for six-time title-winner Godfrey. For a man who has achieved such success by making the best of his worst days, the engineer's effort was hampered by poor fortune and mechanical dramas, and yet he still wound up joint third in the standings. With that outlook of always collecting as many points as possible, even if not finishing on the podium or scoring wins, Godfrey can have genuine optimism of challenging for a record seventh crown, despite his aging Fiesta.

Driver: Steve Hill**Team:** Hill Rallycross Team**Car:** Mitsubishi Lancer Evo

A few weeks ago, Steve Hill celebrated his 72nd birthday. At the 5 Nations BRX season-opener in 2021, he set his fastest-ever laps of Lydden Hill. If ever an example was needed that age is just a number, Hill is it. His unique Mitsubishi has continued to take steps forward in performance, and such is the status of Hill as a man that there wouldn't be an unhappy face in the paddock if he was to make a long-overdue return to the winners' circle this year.

Driver: Roger Thomas**Team:** TH Racing**Car:** Ford Fiesta

Imported from America a few years ago, but originally built by M-Sport, and subsequently rebuilt by Tony Barty Motorsport, Roger Thomas' Fiesta is up there with the best rallycross cars in the world. He admits that despite having raced in rallycross for the last half decade, he still needs to get more experience compared to his rivals, but Thomas has shown flashes of ultimate pace and, when the car is on song, the Welshman can surprise with podiums and even wins this season.

Driver: Patrick O'Donovan**Team:** Team RX Racing**Car:** Ford Fiesta

The RX150 champion of 2021 makes a big and yet logical step up to Supercar for 2022 with his father's team. The Fiesta is a known quantity, but the level is high in the headline category and O'Donovan will need to add maturity beyond his years to his undeniable outright pace to achieve his desires. In recent years Dan Rooke, Nathan Heathcote, Roberts Vitols and others have impressed in Supercar. O'Donovan has everything at his disposal to make a similar impression.

More scrutiny for drivers in new season

The event format and points system for 5 Nations BRX has changed for 2022. While a permanent race director, trackside camera system to aid stewarding decisions and revised, clearly defined judicial penalty system has been introduced to help the

series fall more in line with the European and World championships, qualifying will run over just two heats.

The points structure has also been adjusted, with changes to the amount of points awarded at the end of qualifying and in the semi-finals but, arguably

most significantly, the weight of points awarded has been shifted to the end of the event, with 12 for the winner, 10 for second, then nine, eight, seven and so on thereafter for the eight drivers in each final. Every driver can drop their single worst score through the season.

'Experience can often outweigh youthful panache'

FEATURE

BUTTON FINALLY REALISES HIS RALLYCROSS DREAM

Hal Ridge speaks to an excited newcomer to the mixed-surface sport, Jenson Button

Photos: Tom Banks, Hal Ridge, BBC

Interviewed by Mark Webber and David Coulthard live on air following retirement from the Abu Dhabi Grand Prix in 2016, his last as full-time Formula 1 driver, Jenson Button was asked by Webber: “So now what? Obviously you’ll have some lemonades tonight, then on Monday...?”

Button’s response was immediate: “We’ll talk about our rallycross team we’re going to have in the future.”

Reminded by Coulthard that they were live on Channel 4, Button retorted: “OK, well hopefully we’ll get rallycross on that channel as well because it’s a proper category. Seriously, there’s no rubbish in rallycross.”

The 2009 Formula 1 World champion had already sampled a rallycross Supercar at Lydden Hill for a BBC F1 feature in 2015 and tested an Olsbergs MSE Honda Civic in the US in early 2017, but his plans went nowhere.

Now, six years on, his rallycross dream is becoming a reality. This isn’t a flash in the pan, this is a man with an emotional attachment to a discipline, who has weighed up his options a number of times and decided now is the moment to take the leap. He has signed for Xite Energy Racing as team-mate to fellow Brit Oliver Bennett for a Nitro Rallycross Championship campaign.

“I was thinking about rallycross at the end of my F1 career,” Button told Motorsport News at his secret Pembrey test recently. “That was the aim of mine because it’s in my blood. My dad [John] used to race in autocross and rallycross back in the 1970s and 1980s. I lost my dad eight years ago and I feel that it’s just nice to have that experience in rallycross, he always used to love it. This is another challenge, it’s completely different to anything I’ve done before.”

While John Button achieved success in the British Rallycross Championship, most notably racing a Volkswagen Golf and Beetle, his son’s career took him circuit racing.

Post F1, Button Jr has raced off-road, but the experience has been limited to the Mint 400 and Baja 1000 in the US, and the inaugural Extreme E round in Saudi Arabia 2021 with his own JB XE team.

Button explains: “Baja is nothing like rallycross at all, the thing feels like it’s going to fall over the whole time because it’s mostly suspension tuning for big and small bumps. And Extreme E is completely different as well. A rallycross car doesn’t feel like that [falling over], which is great because I hate that feeling. I like the feeling of a gradual slide that you can actually do something with. And having confidence to back it onto a corner if you like.”

The backing-it-into-a-corner style,



Button has learned early tricks in testing

How the champ can have input

MOTORSPORT NEWS
Says...

Many drivers, teams and even manufacturers have fallen foul of thinking rallycross’s small circuits and short race durations mean the discipline is a straightforward affair.

Ignoring the nuances often results in failure. But there are success stories too, and the Xite squad is working hard to be the next of those. As a former motocross rider, Oliver Bennett has been adept on rallycross’s loose surfaces since his 2017 debut.

Renowned for his flamboyant style, his weakness, perhaps, has been on Tarmac. For 2022, not only is every FC1-X car identical, but for the first time he has someone to directly compare to. What better way to work on his Tarmac pace than by karting with Jenson Button, which they did recently in California, along with some off-road Can-Am driving?

Then, half a day after working for Sky F1 at the Saudi Arabian Grand Prix, Button was climbing into an RX150 buggy at Pembrey to work on his rallycross preparation.

While racing is out of the question on a test day, running cars close together on track isn’t. Button and Bennett spent time with RX150 champion Patrick O’Donovan and myself (after a late call-up) on track, driving in the dust of another car for half a run, before swapping positions. That commitment to learning the nuances is impressive.

Unsurprisingly, Button was far neater and faster than me on the Tarmac, and he was quickly up to speed in Xite’s Ford Fiesta Supercar too. For me, it was amazing to be on track with an F1 legend. For him, Bennett and the team, hopefully those extraordinary efforts pay off when they go racing for real.

Hal Ridge



Button got in some learning mileage with an outing at Pembrey

especially on some of Nitro RX’s all-loose circuits with big elevation change, doesn’t come naturally to Button, but he’s working on it.

“In an F1 car when you get oversteer it’s not nice because it snaps, whereas a rallycross car is supposed to move

around and then it’s fun, you feel the weight transfer and what the car’s doing. It’s still something I need to work on—I feel like I’m massively sideways, but the team are like ‘you’re really smooth, we’ve got to work on you turning the car a lot more, especially on the dirt and reversing it in to a lot of the corners.’ That’s going to take a bit of time for me to get my head around. It will come,” he says.

Button will race a brand-new all-electric, four-wheel-drive, 1000bhp, FC1-X machine in the Nitro Rallycross series this year, identical spaceframe machines developed between Swedish rallycross outfit Olsbergs MSE and electro mobility experts QEV, in Spain.

For the 2022-2023 Nitro RX season, the series dreamt up by Travis Pastrana has expanded to 10 rounds, visiting Europe



Button sampled dad’s Beetle



The 2009 F1 title winner will swap machines for his 2022 challenge

and the Middle East, as well as America and Canada, and will begin at Lydden Hill in the UK in June. Button is yet to drive the electric car, but is excited at the prospect. “I will be blown away I’m sure when I drive it,” he says. “The 0-60mph times are just mad. I mean an F1 car is nuts but it just can’t get the power down, it’s two-wheel drive and it’s not meant for that really, but I would love to see this car to do a side-by-side with a current F1 car.”

And as team-mates in the new venture, Button and Bennett can have a contra-deal for helping each other learn, coming from circuit and off-road backgrounds respectively. “We’re very different in terms of how we drive, with the positives and benefits from each of our careers to this point,” says Button. “It’s really good having a team-mate, and also it’s equal

equipment from the start for everyone on the grid, and it’s how you develop it from there, so it’s working with good engineers, and I like the way the team is. The important thing is to share everything and to go out there and do our best.”

As for hopes, Button isn’t embarking on this project to do anything other than challenge for success, but at the same time, enjoying the experience is a critical requirement.

“Being competitive,” he says when asked of his objectives. “Whether you win a round or not, that’s down to the day and whether you’ve got the set-up right. Sometimes it has to go your way a bit because there’s a lot of very competitive people out there. For me it’s just being competitive and being able to fight with the quick guys.” ■

“It’ll take a bit of time to conquer the car”

Jenson Button

GOODWOOD MEMBERS' MEETING

BRILLIANT BRYANT STEAL THE HEADLINES

David Addison watched as the big names wrestled around West Sussex track



James Colbern (6) won the Sopwith Cup



Bryant charged through the pack



Jack Tetley and Alex Buncombe were Gerry Marshall Trophy winners

An outstanding drive by Oliver Bryant in his Lola T70 Spyder was the highlight of Goodwood's 79th Members' Meeting as a last-lap lunge bagged him the honours in the Surtees Trophy.

Run for 1960-66 sports racing prototypes, polesitter Rob Huff (Ford GT40) led the field into Madgwick with Rob Hall (McLaren M1A) on his tail. The Can-Am car soon asserted itself as ace preparer Hall eased ahead into Madgwick starting lap two.

Once in front, Hall started to build his lead as Huff held second from Olivier Hart (Ford GT40) who was busy fending off former F3000 racer Mark Shaw (McLaren M1A) with Bryant lying in an unpromising fifth.

While Hall started to ease clear, Bryant's Lola improved and he soon latched on to the tail of Shaw who in turn upped his pace and closed on Huff. That allowed Bryant to home back on Scotsman

Shaw who, in turn, mounted a big challenge against touring car star Huff. Diving into Madgwick, Shaw plumped for the outside line and wrestled the place away from Huff despite slight contact with the two cars on the limit.

Bryant jumped ahead as well and the pair continued their fight, now for second, as Hall looked an easy leader, especially as Bryant was delayed in traffic. With five minutes to go, however, things started to look different: Hall was delayed in traffic, Shaw was closing and Bryant was looking menacing. His third place became second when he harried Shaw into a mistake exiting the chicane, Shaw going way out wide on the grass. Bryant then hacked into Hall's lead and as the pair started the last lap, Hall looked vulnerable. He led all the way to the exit of St Mary's when a wave of traffic loomed ahead.

As Hall hesitated, looking for the way past, Bryant took the initiative and dived alongside as they rounded Lavant, his inside line giving him the lead. They still had traffic to deal with that

blunted Hall's ability to respond, allowing Bryant to take the win by just 0.4 seconds from Hall and Shaw. Huff battled home fourth ahead of the GT40 of Christian Glaesel and Ewan Sergison (Lola T70 Spyder).

Huff also played a starring role in the early stages of the Graham Hill Trophy, the pre-1966 GT race, as he majestically slid Richard Meins' Jaguar E-type into the lead. He repelled Jon Minshaw's similar car, Minshaw pitting early to relay Phil Keen while Huff stayed out as long as possible before handing to the slower Chris Lillingston-Price.

Keen jumped ahead on the pitstops, CL-P dropping back against the big guns, allowing Marino Franchitti/Nicky Pastorelli (Ferrari 250 GTO) into second while Mike Whitaker/Guy Smith (TVR Griffith) took third on the last lap when Sam Hancock (in Said Assam's AC Cobra) spun on his own oil and dropped to fifth behind William Paul/Rory Butcher (Jaguar E-type).

A last-minute change of the two front brake discs gave Jack Tetley/

Alex Buncombe a scare before the Gerry Marshall Trophy race in which Tetley (Chevrolet Camaro Z28) battled with Craig Davies (Ford Boss Mustang) in the early stages before a safety car period.

This was triggered by David Brabham (Rover SD1) being belted into the pitwall by Phil Keen's Ford Escort RS2000, Buncombe led Jason Plato (in for Davies) but the GT3 ace built the lead before Plato's throttle cable snapped, leaving him stranded and giving Fred Shepherd/Andy Priaulx (Ford Boss Mustang) second ahead of John Young/Gordon Shedden (Chevrolet Camaro). Tetley took honours in Sunday evening's owners-only sprint race.

More saloon action came from the pre-1956 cars in the Sopwith Cup in which James Coburn (Standard Vanguard Six) took honours after poleman Charles Rainford (Nash Metropolitan) made a woeful start when he couldn't find first gear. He fell to last, battled up to second but then the car overheated forcing to him to drop back, while a delighted

Rowan Atkinson took a career-best third place in his ex-Stirling Moss Jaguar MkVII.

Rainford (Lenham GT) had earlier triumphed in the Weslake Cup for BMC A Series-engined sportscars after Ben Colburn (Lenham Sprite GT) spun away his lead at Lavant on lap two, while Andrew Kirkaldy (Lotus XI) benefited from an engine change to win the Robert Brooks Trophy from early leader Billy Bellingier (Lola Mk1).

The ever-spectacular Pat Blakeney-Edwards took honours in a shortened AFP Fane Trophy (Frazer Nash Monoposto) and the Varzi Trophy in Peter Neumark's Alfa Romeo 8C Monza, while James Thorpe (Lister Jaguar Flat Iron) pipped David Hart to the Peter Collins Trophy. The sole single-seater race, the Derek Bell Cup for one-litre F3 cars, was dominated by Andrew Hibberd's ex-Chris Irwin Brabham BT18 that controlled the race ahead of Jeremy Timms (Chevron B15) who coped admirably on old tyres and Peter Thompson (Brabham BT21A).

RACE WINNERS

AFP Fane Trophy
Patrick Blakeney-Edwards
(Frazer Nash)

Derek Bell Cup
Andrew Hibberd (Brabham BT18)

Gerry Marshall Trophy
Race 1: Jack Tetley/Alex Buncombe (Chevrolet Camaro Z28); Race 2: Tetley

Graham Hill Trophy
Jon Minshaw/Phil Keen
(Jaguar E-type)

Peter Collins Trophy
James Thorpe (Lister Jaguar)

Robert Brooks Trophy
Andrew Kirkaldy (Lotus Eleven)

Sopwith Cup
James Coburn (Standard Vanguard Six)

Surtees Trophy
Oliver Bryant (Lola T70 Spyder)

Varzi Trophy
Patrick Blakeney-Edwards
(Alfa Romeo 8C)

Weslake Cup
Charles Rainford (Lenham GT)

PORSCHE 956/962

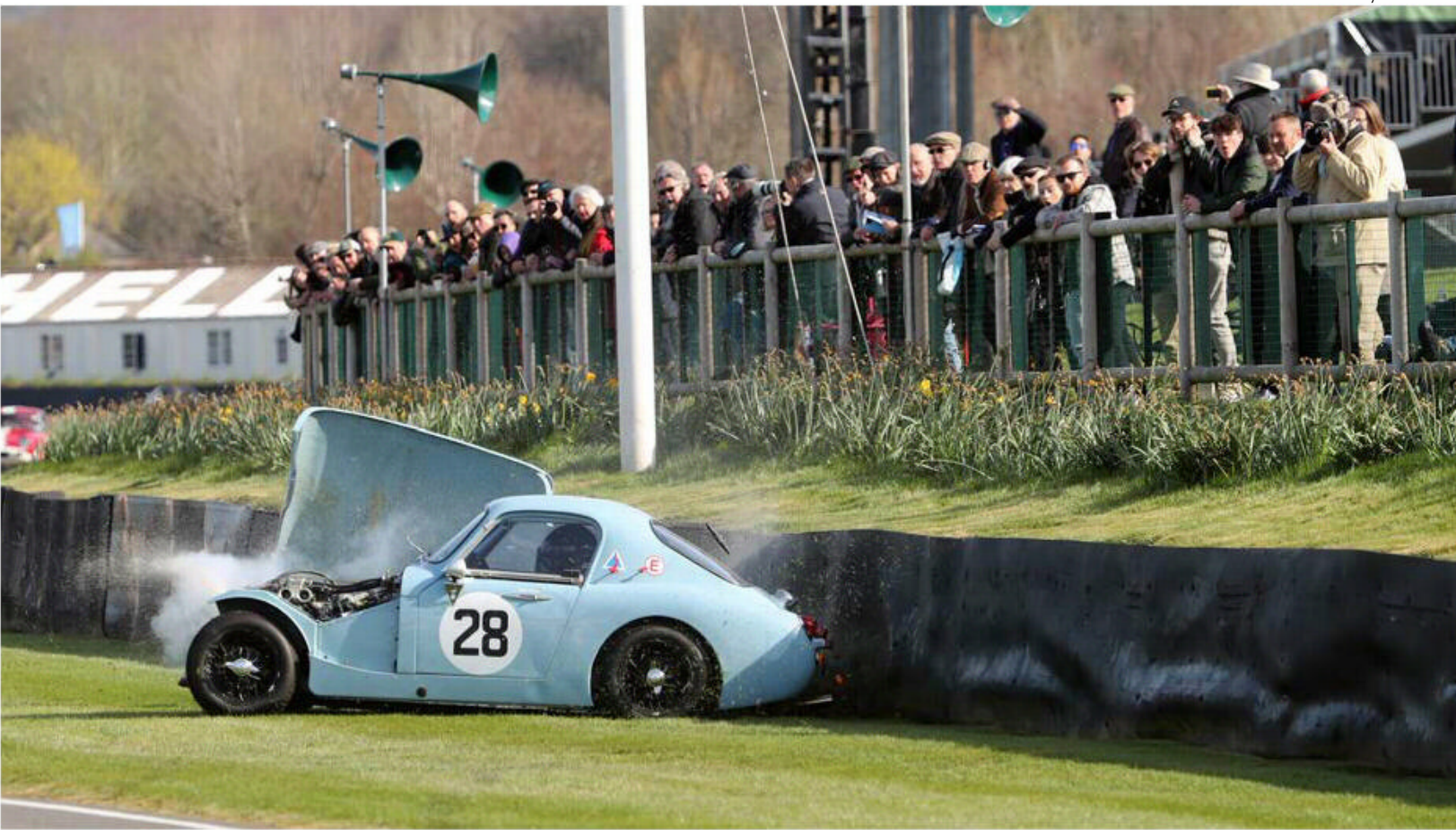
The Group C racing icon celebrated

Porsche's 956 and then 962 were game-changers in the endurance side of the sport. They took sportscar racing to a new level with the factory cleverly allowing customers the right parts and equipment to take on the factory and win.

Had Porsche only run a factory effort, Group C would have died within a season. Instead, it became a superb era.

It was rekindled on Saturday evening in the dusk as a pack of the Weissach-built cars took to the circuit with some of the great liveries, and drivers, on display. Porsche had brought chassis 01 that gave the marque its first Group C win, plus brought the chassis that won the 1987 Le Mans 24 Hours, the great car's last works Le Mans triumph.

With Rothmans, Skoal Bandit and New Man colours on display, the 956/962 demo was a highlight, sportscar fans transported back in time. Porsche press officer Rob Durrant summed it up well when he said: "The number of people I've heard this weekend point at a car and say, 'I had a Scalextric model of that...' They were cars that everyone here seems to relate to. It tells us of a sportscar that shaped the category in such a way for such a long period."



Photos: Gary Hawkins

Ben Cater suffered some dramas in the Weslake Cup event driving his 1958 Austin Healey Sebring Sprite

ERITREA SPECIAL...

A Lancia from the furthest outposts

Spoiler alert: MN and its contributor are about to lose their journalistic virginity. For the first time in MN come the words hillclimbing and Eritrea in the same sentence. Why?

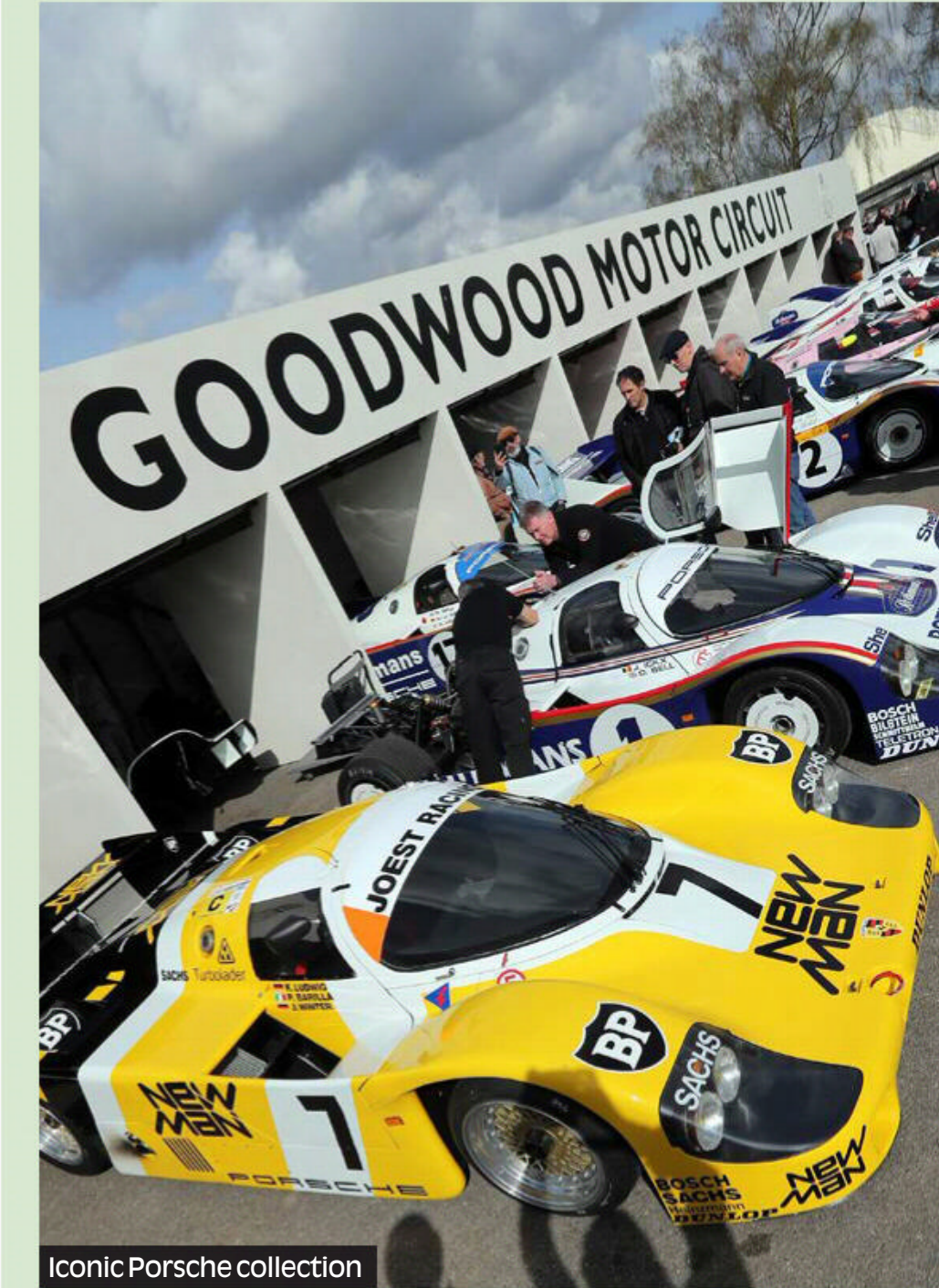
Because just when you think that in historic racing you have seen all the cars before, there comes a surprise. Back in 1933, Italy occupied the North African outpost of Eritrea and the enthusiasm for motorsport went there as well. Cars went to Eritrea and hence there was no shortage of competition. Lancia's Dilambda, raced by Michael Peet, was a car built to cope with the rough roads, boasting a 24-degree, four-litre V8 engine and drum brakes.

Vincenzo Lancia's innovative sliding-pillar front suspension was mated to a semi-monocoque chassis and hydraulic drum brakes all round. The non-competition Dilambda front cowl, suspension struts and bonnet were streamlined to give a lower profile for competition use.

Rugged it was, but Peet's new mount struggled for pace at Goodwood, although its torquey engine at least ensured that it completed the Varzi Trophy as a number of the fancied Bugattis hit trouble. Its presence was so very Goodwood: just when you think you have seen it all...



Michael Peet brought something very different to Goodwood in the Lancia Dilambda built for Eritrea



Iconic Porsche collection



Rowan Atkinson was a podium finisher in the Sopwith encounter

FORMULA 1 DEMONSTRATION

V10 F1 cars wired for sound

Does it matter that a V10-engined Formula 1 car never raced at Goodwood? No.

The Members' Meeting delights in not being constrained to a time period as the Revival is and hence can play around with its content year after year.

A superb array of cars were enticed by the Duke of Richmond & Gordon, some static, some runners, some temperamental, but there was one abiding aspect that everyone agreed was stunning: the sound.

As motorsport shuffles towards hybrid and electric competitions with reduced levels of noise (and one fears, interest), the V10 era demonstration restored one's faith in a racing car's engine noise, a soundtrack better than anything Spotify can offer up.

From Ferraris to McLaren's, such as Bruno Senna aboard Uncle Ayrton's MP4/6 from 1991, a Brabham BT60 and Minardi. Coloni and Forti, there was a reminder of the many constructors that tried their hand at Formula 1 in the 1990s with varying levels of success.

Richard Hope's Forti was one of the more forgotten cars, but it took one back to an age where grids were bigger and smaller teams had a chance of being on the grid at least, if not of racing.



The sights and sounds of F1

FEATURE

MARK LEMMER: I'VE HAD TOO MANY STAND- OUT RACES TO REMEMBER

*The prolific and successful tin-top racer turned boss of title-winning GT juggernaut Barwell Motorsport tells **Graham Keilloh** about his racing exploits*



Lemmer's team is the one to beat

It is fair to say that if you want to prevail in the British GT championship's frontrunning GT3 contest these days, you have to beat Barwell Motorsport. Demonstrating the point, the Lamborghini Huracan-specialist squad last year claimed its second drivers' title and third teams' crown on the bounce, adding to its already plentiful collection of titles.

Barwell's honours aren't at all confined to the UK either, as it also claimed last year's GT World Challenge Europe Sprint Cup drivers' and teams' Pro-Am championship double as well as a Spa 24-Hour class podium. These achievements followed GTWCE and predecessor drivers' and teams' title doubles in the Silver Cup in 2020 and in the Am Cup in 2019 and 2018, as well as Spa 24-Hour victories in all three seasons.

The man in the driving seat of this particular juggernaut is Mark Lemmer, who kindly took time out of his very busy schedule to answer Motorsport News readers' questions.

Barwell's history stretches back to the 1960s when it was formed by Lemmer's father Richard, and it has competed in many motorsport disciplines. In Lemmer's time Barwell was initially a tin-top outfit primarily, and its fork-in-the-road moment awaited in 2006 when it became an early convert to GT3 racing: the team indeed raced in the inaugural FIA GT3 European Championship event at Silverstone that year. The rest, as they say, is history and since Barwell's GT championship honours have flowed at home and abroad.

And as well as his considerable team boss success, Lemmer has his own racing driver CV that's worthy of attention. In the late 1980s and throughout the 1990s he competed in many categories of one-make racing, and with much success, including in Ford Fiestas, Mazda MX-5s,

"The Spa 24-Hour is a very special race for us"

Mark Lemmer

Photos: Jakob Ebrey, GTWCE



Barwell in '21 got two more British GT titles

Volkswagen Polo G40s, Vento VR6s – where he took the championship – Vauxhall Vectras and the revered TVR Tuscons. He has also sampled Formula Vauxhall Lotus, Caterhams and Belgian touring cars.

Lemmer’s racing trajectory even reached the British Touring Car Championship in its Super Touring heyday, in a Vauxhall Vectra then a Honda Integra and Accord. And Lemmer’s exploits therein included a couple of notorious run-ins with a certain rather prestigious figure...

He’s since been a regular racer in endurance and historic racing too, and to this day even with his team boss responsibilities keeps an iron in his own racing fire.

So, in other words, there’s plenty for MN readers to explore.

Question: *As a team boss, have you got a stand-out race that you will always remember?*

Duncan Douglas
Via Facebook

Mark Lemmer: “Well we’ve been fortunate enough to have probably too many stand-out races to remember. Probably our first Spa 24-Hour podium [in 2014 in Pro-Am], our first Spa 24-Hour win [in 2018 in the Am class], that’s been the very special race for us over the years. I competed in it several times as a driver when it was a touring car race and then we’ve had a fantastic run of results as a team since it’s been a GT race.

“Probably the most to stand out of those was when Adrian Amstutz came back to race after his massive fiery accident in 2017, he came back the year

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Barwell’s first Spa 24-Hour victory and Adrian Amstutz’s (left on top step) comeback in 2018 is a stand-out for Lemmer (centre at front)

FEATURE



Mansell wasn't happy after BTCC clash with Lemmer

after and then won the class and that was a phenomenal emotional feeling.”
MN: So what is it about the Spa 24-Hour that really attracts you?
ML: “I fell in love with the track as a driver like everybody does and then I was lucky enough to drive for Honda at Spa in the 24 hours and I’ve done Belgian touring cars, I won Belgian touring car races in a Honda there and I’ve been lucky enough to race histories there, Lotus Elan 26R and Mark Finburgh’s GT40, so it has special memories for me as a driver
“But then when the 24-hour race really came of age as a GT event we really worked hard to get together our first GT car for that which was the Ecurie Ecosse [Aston Martin] DBRS9, which was a pilot event for the Ecurie Ecosse comeback which Barwell ran, and then it just grew from there. It was just such a fantastic event, it’s such a tough race so it’s probably one of the most special races in the world for me.”

Question: What was your most pivotal season to date with Barwell Motorsport? And why?
Martin Dickson
Via Facebook

ML: “Again [there are a] number of answers but in the modern era probably the year that we switched from touring cars to GTs, and we were tempted to put together an Aston Martin GT3 team for the first-ever year of GT3 and we competed in Stephane’s [Ratel, boss of prolific GT organiser SRO] European GT3 series with three DBRS9s and obviously that incredible vision that Stephane had.
“And one of the mandatory stipulations was that any team entering had to run three cars, which was tough but what that meant is that there were 50 cars on the grid from the first race and it was very very hard to get three cars together, three deals to run three Aston DBRS9s, but we did it and the series was a success and it set us on this amazing journey that we’ve been on in GTs since 2006.”
MN: So at the time could you have imagined the journey you would end up on in GT racing?
ML: “Absolutely not. I remember we went to the launch at the casino in Monaco, typical Stephane Ratel glitzy affair, and just being completely in awe of the whole thing and feeling a little bit out of place really as a little touring car

team, and had no idea that we’d go on to race GT cars all over the globe and achieve so much success. So back then we had no idea that it would lead to such an amazing journey.”
MN: But it sounds like the from the beginning though the grids were healthy and things like that so did you see that and feel fairly optimistic for its future?
ML: “Absolutely, I mean it’s sort of unprecedented to launch a new series and we were on that first grid at Silverstone for the first-ever GT3 race with Leo Machitski with us in the Aston, and yeah to be part of a 50-car field for that first race we knew that it was going to be something special.”

Question: If you could run any other make of GT3 car what would it be and why?
Richard Moore
Via Twitter
ML: “Well of course we’re a factory Lamborghini-supported team, we’ve just entered into a new contract with them so I have to say Lamborghini. But the truth of the matter is that growing up I was always a massive Porsche fan and had posters of the Moby Dick 935 flame-thrower on my bedroom wall and

went to Le Mans watching the 936s, the 956s etc, and I’ve always been a Porsche person. So it’s kind of ironic that we’ve never really ended up running a Porsche GT3. We came pretty close once or twice but maybe that’s something for the future.”
MN: Are you able to divulge when you came close and how you came close?
ML: “We were asked by a customer to run a GT3 R Porsche but everything was looking a bit up in the air. In the end we didn’t go down that path, but we did come pretty close.”
MN: So how did your relationship with Lamborghini first start?
ML: “We’d done the final year with the fabulous little BMW Z4 and they announced that they would be replacing it with the M6 and I knew that our customers wouldn’t be attracted to that type of car, so we started looking at potential new partners. And Lamborghini were just launching the Huracan GT3, we were invited to Vallelunga to sample the car and we just hit it off from the word go. They were looking for a partner team in the UK, we were looking for a new manufacturer and it just ticked all the boxes.”
MN: And I imagine it’s been a very

good relationship since?
ML: “It’s perfect for us. Lamborghini Squadra Corse are a very passionate but fairly compact unit with really top people and we hit it off from the word go and they respect the input we have, we respect the brand and the philosophy they have and that’s allowed us to achieve I think 17 class and national titles with Lamborghini over our six-year relationship so far.”

MN sets the scene: Leo Machitski and Dennis Lind’s planned British GT title defence in a Barwell Lamborghini Huracan this year was thrown into doubt after governing body Motorsport UK announced it would not recognise Russian racing licences, in response to the country’s invasion of Ukraine. Amateur driver Machitski competes with a Russian licence. It has since been confirmed that Machitski and Lind are not on British GT’s 2022 full-season entry list.
Question: I am guessing only the one car for British GT this season as Leo can’t race this season? Have you plans to get another Am driver (hopefully Leo will be back soon) and are you planning

“Nigel Mansell blamed my lack of F1-speed of reactions”

Mark Lemmer



Lemmer in his Barwell Honda Integra tackles La Source in 2010



Alexander Sims immediately wowed Lemmer with his pace



Barwell in 2006 was an early convert to GT3s

to get Dennis back if so?
Andrew Leonard Warnes
Via Facebook

ML: “Yeah we’d love to have those guys back as soon as possible and it’s obviously a big shame that they won’t be able to start the campaign defending their title. But we’re going to look to see if we can find some suitable experienced drivers to maybe come in and do a couple of rounds in the second car later in the year, maybe Brands and Spa.”

MN: I imagine at the moment it’s a round-by-round basis you’re looking to fill the car?

ML: “As I say, we’re looking at selected key rounds. We’re not just going to get the car out there for the sake of it, it would have to be the correct package.”

MN: More generally for this season you’ve got Sandy Mitchell and Adam Balon so what are your thoughts ahead of the latest British GT season?

ML: “It’s shaping up to be another vintage season, some really strong pairings, but Sandy and Adam really have formed a great working relationship and Adam’s been flying in pre-season testing so we know it will be tough but we know that we’ll be in the mix. They get on really well, they’ve

formed a really strong working bond and they enjoy racing together.”

MN sets the scene: In 1998, Formula 1 World champion Nigel Mansell amid much fanfare signed up to compete in three BTCC rounds in a West Surrey Racing Ford Mondeo. However during that spell in BTCC he had two run-ins with Lemmer, who was driving an independent Vauxhall Vectra with Mint Motorsport then Mardi Gras Motorsport.

In pre-race testing before Mansell’s Donington Park bow he and Lemmer collided on track. And the pair tangled again on the opening lap of race one of Mansell’s second race meeting appearance, at Brands Hatch.

Question: What did Mansell really say when you had him off in Donington BTCC testing?

Charles Bradley
Via Facebook

ML: “He didn’t say anything after Donington but he did have plenty to say after the Brands incident, and I was summoned to the Ford motorhome at the next race to discuss how the incident could have been avoided at Brands Hatch. And I was sat down with his

entourage and it was all a very formal meeting and he’d obviously reviewed the footage and told me that if I had the reactions of a Formula 1 driver I would have been able to move out of his way as he came across the front of me and then the accident coming down the hill from Druids to Graham Hill could have been avoided.

“So he knew that it wasn’t really my fault but he sort of blamed the incident on my lack of Formula 1 speed of reactions so I didn’t say very much, but when I came out Derek Warwick and John Cleland and all the boys were waiting outside for me and they wanted to hear what he’d said so I repeated it and I can’t tell you what they actually said but it was very amusing and put it this way they were very supportive of my side of the story. But it was a great privilege to be racing with those guys.”

MN: At the time too it was a time of Mansell mania and there was a lot of people in the crowd there to watch him, so was there any fan reaction that you got after colliding with him?

ML: “No no. After the Donington incident, which was totally my fault, I was really sheepish and I phoned Chris Needell back at Barwell HQ to tell him that I’d made a bit of a bad error and he said don’t worry, it’s all over the papers, all publicity is good publicity and the sponsors are loving it.”

MN sets the scene: Phil Keen on the last lap of British GT’s Brands Hatch race in 2019 passed fellow Barwell Lamborghini runner Jonny Cocker around the outside of Hawthorns to take fourth place and with it the championship lead from his stablemate entry with one race remaining.

Cocker with lost momentum lost more places before the line at Brands and finished eighth, and in the end alongside

continued on page 24



Lemmer talks to Leo Machitski in the Aston Martin DBRS9 in 2006



Lemmer the driver also had success in the Belgian Touring Car series

FEATURE



Spa 24-Hours is special to Barwell: and it won the Silver contest in '19



Barwell bagged two more GTWCE titles last year in Pro-Am Sprint Cup

co-driver Sam De Haan they narrowly lost the title at the last round to Jonny Adam and Graham Davidson's TF Sport Aston Martin.

Question: *How was the atmosphere in the pit garage after Phil Keen passed Jonny Cocker on the last lap at Brands Hatch in 2019?*

Alistair Douglas
Via Facebook

ML: "That's a good question. 'Toxic' was the simple one-word answer. There'd been quite a bit of friction building between the two car crews which was becoming increasingly difficult to manage and some paranoia had crept in and it was a frustrating one because both cars were costing each other time."

"But I said to the customers at the time and after, it's customer racing and my job is to let you guys race and fight out on track and so as a team we didn't get involved and Keeny had to find his way by and he did."

MN: You were saying there was friction building and a toxic atmosphere, as a team boss what can you do in that situation because it's customers as well ultimately?

ML: "Try and defuse it, it's not easy but that's where I guess I earn my money."

MN: So in that situation was there anything in particular you tried to defuse it?

ML: "In that instance there's not a lot we could do because it was what it was, the team didn't have a part to play in that. As I say we left them to it. If people want to come to other conclusions that's up to them but we're always trying to have the most harmonious relationship between all of the drivers in the camp because that's the way to get the best results."

Question: *Does Mark regret not taking his own motor racing career behind the wheel a bit further?*

Paul Lawrence
Via email

ML: "I've been very very lucky that I raced for many many years in some fantastic cars and I had some fantastic sponsors and therefore I had the privilege to drive without it coming out my own pocket and that's something that everyone that has that situation in motorsport should appreciate."

"But when I got to Super Touring [in BTCC in 1998] I'd always been very very quick over a lap and that's why I had the belief that I could take on anyone over a single lap and I had the belief that I could potentially take my career all the way in touring cars. But when I got to Super Touring I realised that when I looked at the consistency of the top guys, of [Alain] Menu and [Rickard] Rydell and the likes, that they could bang in these quali-speed laps lap after lap after lap, I realised that maybe that level was going to be beyond my reach."

"But I learnt a huge amount and I went on to really enjoy many more years of successful racing after that because I realised that although my level wasn't as good as those guys it was still good enough to beat most people and therefore I stopped pursuing the dream of becoming a fully professional touring

car driver and put my efforts into the team. But I was much more relaxed at that stage because I realised that whilst I wasn't good enough to make it right to the top I was good enough to be satisfied with what I had achieved and realised I was good enough to still win races at most other levels, but just not at the elite level, which I went on to do."

MN: So when was the last time you raced a car?

ML: "A couple of years ago I raced my Escort BDG at Spa in a European historic race and I'm glad to say that I won my last race, so there was 63 cars in that race. But I'm hoping that that won't be my last race, hoping to do a little bit more this year."

MN: What kind of racing do you hope to do?

ML: "Well I think my days of endurance racing are over, I always found endurance racing a little bit boring as a driver to be honest. Racing for Honda we used to do two-hour stints in the little Integras which were fantastic, but I used to get a bit bored so I liked sprint racing from a driving point of view and I always love qualifying, so I'm hoping [to do] anything that comes my way really."

"I'm hoping to get out a bit more in historics, and some of my fondest



Lemmer raced an Integra in BTCC



Lemmer likes to get behind wheel: here he pushes a GT40

memories were racing our Honda Integra DC5 in Britcar and Belgian touring cars and I still like that sort of racing and I’m hoping to do a bit more of that before I finally hang up my gloves and lid.”

Question: What do you remember most about racing in TVR Tuscan’s?
Marc Millar

Via email
ML: “My shunt, when I hit the bank on the exit of Island [at Oulton Park] at 150mph. No, but it was awesome. Anyone that has ever raced a Tuscan will tell you they are the most incredible pieces of kit and probably sliding through Dingle Dell on Brands Grand Prix circuit all four wheels in the air coming through there as we all were at the time doesn’t get much more involving or awesome than that, they were spectacular things and it was a privilege to get in to race one.”
MN: How did you first get involved in Tuscan racing?
ML: “Good question. I’d been very successful in the one-make Volkswagen series, but Tuscan it was massive grids, full grids, and it was the place to be and the family garage business was in Chessington, the Barwell garage was just up the road from Mole Valley

**“Tuscan
are the
most
incredible
bits of kit”**

Mark Lemmer

TVR dealer and we knew Charles Easton very well from the garage trading days, and he suggested that maybe we looked at a Barwell Mole Valley entry into Tuscan and I think that’s how it came about.”

MN sets the scene: A question possibly related to Lemmer’s Oulton Tuscan shunt mentioned. . .

Question: What’s your favourite corner at Oulton Park!

Martin Short
Via Facebook
ML: “Loaded question, but just to not give him the answer he wants my favourite corner is Cascades.”
MN: So what about Cascades do you like?
ML: “It’s the bump. The bumps and the flowing nature, it’s just a fantastic corner. It’s difficult to get right; it’s very difficult to be consistent there.”

Question: Who is the best driver you have run?

Alexander Cameron
Via email
ML: “Excellent question. I’ve got to be careful what I say because there’s so many good drivers it’s impossible for me to do it without upsetting somebody. “Honourable mentions have got to be Keeny obviously, he’s been awesome for Barwell. I’m sure that his Barwell days aren’t over, and young Sandy’s [Mitchell] proved to be a proper star. And we’ve had some other fantastic international star drivers drive for us over the years, plus some fantastic drivers from the one-make days: Luke Hines, Simon Graves, Robin Parsons. “But probably the most stand out for me was when BMW gave us Alexander Sims [in British GT from 2014] and we went for the first-ever day testing at Oulton Park with Alexander. I’d done a bit of research on him and I knew that he was good, and it was pouring with rain,

he’d never sat in the car before, he’d never driven on, I think we were on Avon tyres back then, and the first flying lap he came through and we looked at the stopwatch and he’d gone faster than anybody we’d ever run in the wet at Oulton before. And we looked at each other and said this guy’s quick, I think we’re going to be in for a good relationship here, and yeah that definitely proved to be the case.”
MN: So Alexander is he someone you still keep an eye out for today?
ML: “Yes, we still very much keep in touch with all of the old Barwell drivers. Obviously there are dozens and dozens of great characters that have driven with us over the years, and we have a WhatsApp group called the Barwellians and all the old-school Barwell drivers keep in touch on that group and there’s a lot of banter.”

Question: Do you prefer when Sandy Mitchell brings Tunnock’s Teacakes or Caramel Wafers Mark?

Graham Brown
Via Twitter
ML: “Tunnock’s Teacakes for me.”
MN: I imagine Sandy’s popular when he brings all that stuff?
ML: “Yeah but he doesn’t bring much Black Bull whisky [another of Mitchell’s sponsors] with him which we’d all like to see a bit more of [Laughs].”

Question: What’s your favourite Scotch Whisky?

Euan Shand
Via Facebook
ML: “Well I have tried Euan’s fantastic Black Bull Scotch whisky [Shand is chairman of Duncan Taylor Scotch Whisky that owns Black Bull] but I’m not a Scotch fan. It tasted very smooth and all the Scotch whisky experts tell me it’s fantastic but I don’t drink Scotch. I’m a vodka person, no direct links with Machitski!” ■



Barwell is long used to getting winners' garlands at home and abroad



Mitchell is popular when he brings Tunnock’s treats

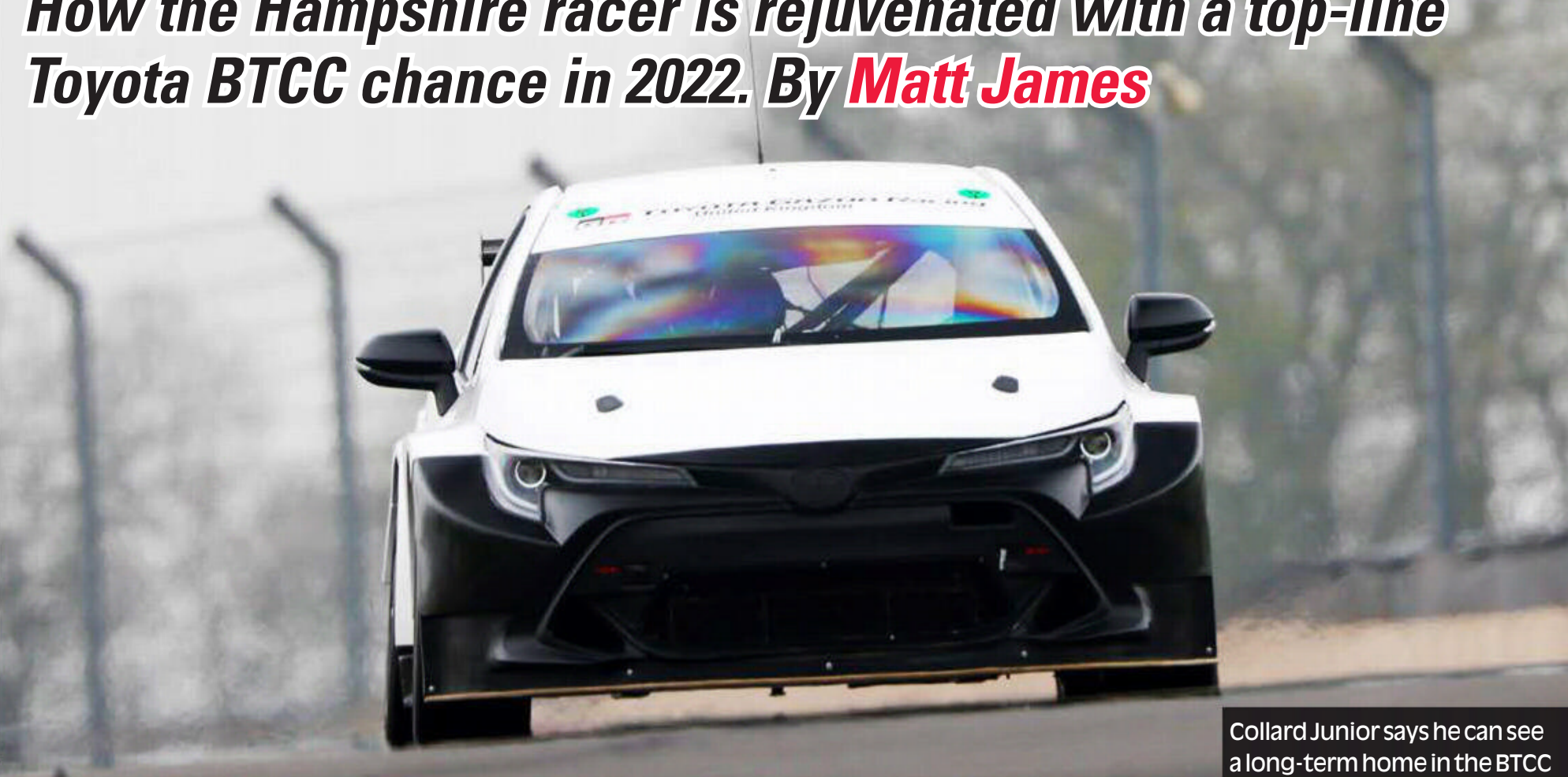
FEATURE

COLLARD: A NEW START

*How the Hampshire racer is rejuvenated with a top-line Toyota BTCC chance in 2022. By **Matt James***



Collard: eschewed Australia for the BTCC



Collard Junior says he can see a long-term home in the BTCC

For 20 years, the Collard name was virtually an unbroken presence on the British Touring Car Championship grid. Former short oval and single-seater racer Rob was one of the category's mainstays.

He joined in 2000, raced through the Production Class and into the top-flight in 2003. He won the Independents' Cup and claimed 15 wins in a career that handed him five finishes inside the championship's top six drivers.

However, the after-effects of a serious concussion-inducing crash at Silverstone in 2017 shook the confidence and a further shunt at Snetterton in 2018 led him to the decision to step down for a few races while his head cleared.

To uphold family honour, his then 22-year-old son Ricky was drafted in to replace him for three BTCC meetings. In only 11 outings in the WSR BMW 125i M Sport, Collard Jr notched a front-row start from qualifying, a podium finish at Silverstone and laid down a marker that the Collard dynasty was safe.

That legacy will be represented by Ricky once more in 2022 as the now 25-year-old as tied up a deal to race for the Toyota GB-backed Speedworks Motorsport-run Corolla in the UK's highest profile championship. But far from being a telegraphed move for the older of the two racing Collard boys – brother Jordan is a fixture in sportscars – this switch gives Ricky a chance to reset and re-attack a motor racing career he thought was over. Indeed, he had already turned his thoughts to a new life 9500 miles away.

"I hadn't really done a full season's racing since British Formula 3 in 2016," he explains. "I kept trying and trying to make something happen, and I wasn't

really getting anywhere. You wonder how much longer you can go on like that.

"I have family in Australia and I was all set to move there – I even had a visa. I was happy to walk away from motorsport. I used to race against Lando Norris and loads of guys who are in top-flight motorsport – and I have beaten them in races – so I could look back and be happy with what I had achieved."

Collard says, as a fan of the Supercar V8 category, motorsport would have been on his radar Down Under but there were no thoughts to actively be involved.

He had a dream ticket from BMW in 2017 when he was co-opted onto its young driver programme. There was a campaign in ADAC GT Masters and he was drafted into the line-ups for long-distance races but the spark failed to fully ignite. It is a chance he grabbed and one he doesn't regret but it maybe closed off other avenues he should have explored.

"BMW said that they would love me to have done European F3 at that point in 2017 alongside my races as a factory driver," explains Collard Jr. "But we simply didn't have the budget and I had just been runner-up in British F3. There was no reason to go back to that, but I couldn't make the step into Europe in single-seaters. That meant the BMW and the junior team was the sole focus and I dedicated myself to that."

Through financial necessity, BMW slimmed down its operations as the DTM waned before its rebirth and Collard was left grabbing any sportscar opportunities which came his way. Those included a season in an Aston Martin with R-Motorsport in the Blancpain World Challenge Europe – once more with his envious eyes looking across the workshop at its DTM operation. That failed to materialise and the chance to share a Pro-Am entry with dad Rob in a Barwell Motorsport Lamborghini Huracan GT3 – alongside Leo Machitski and Sandy Mitchell – in 2020 brought an emotional class victory at the Spa 24 Hours.

But with the chances for success becoming fewer and fewer, Collard Jr's attentions turned elsewhere. That is where the plan to emigrate to Australia was formed.

"I looked back at what I had done, and I had had some fantastic results and chances early on in my career. I wonder if maybe it

all happened while I was a bit too young really," says Collard frankly. "If I was in that position at the age I am now, maybe things would have worked out better. If your face doesn't fit the picture at any time, then it doesn't work. I don't have any regrets: I never crashed cars, I didn't make big mistakes: I did nothing that should have stopped me getting to DTM, but the timing was wrong just as the category was slimming down."

The competitive instincts are never far below the surface though. Collard bought a 125cc motocross machine and has been a podium finisher in some high-level competitions and has a BMW E36 to learn how to go drifting, alongside his work as a driver coach in the last couple of years.

But there is a renewed fire in the belly for 2022 and the chance to race for Speedworks Motorsport has been grabbed with both hands. "Touring cars has changed quite a lot in recent years and [the series boss] Alan Gow has done a really good job to make it relevant for the times, says Collard. "Manufacturers are interested again, but if you went back a few seasons there was only really Vauxhall involved. There is a momentum which has been growing. Touring cars has always been on my wish list because I have been around it since I was a kid but, when I was at the right stage, there wasn't really a career there."

Now the stages are right for both Collard and his chances of making a long-term impact. And it is also right for Speedworks too. Team boss Christian Dick has a habit of picking race-winning drivers for his cars, and his comments are worth listening to.

He says: "It was evident watching Ricky as he rose through the ranks that he is a driver of considerable talent and potential, and his performances during his short previous stint in the BTCC in 2018 really turned some heads. It takes a fair degree of skill to qualify on the front row of the grid and finish on the podium in this series – and to do so with only two prior race weekends under his belt was a seriously impressive accomplishment."

"His pace in the Corolla these past few days has also been extremely encouraging, and we're confident that the combination of Ricky's raw speed and Rory's well-honed racecraft and experience will stand us in very good stead over the coming season." ■



A spell in dad's BMW in the BTCC in 2018 showed his potential

CV

Ricky Collard

2020: GT World Challenge Europe Endurance Cup (Barwell Motorsport Lamborghini Huracan GT3) – one class win, seventh in Pro-Am; Intercontinental GT Challenge, one round, one other GT World Challenge Europe Endurance Cup round (Orange1 FFF Racing Team)

2019: Blancpain GT World Challenge (R-Motorsport Aston Martin Vantage AMR GT3) one win, eighth in the points; one other Blancpain GT Endurance Cup Series outing with R-Motorsport

2018: British Touring Car



British Formula Ford campaign in 2014

Championship (Team BMW), 11 races, one podium; Blancpain GT Series Endurance Cup (Rowe Racing) one round; British GT4 (Century Motorsport) one round

2017: ADAC Masters (BMW Team Schnitzer), six races, 14th

2016: BRDC British Formula 3 (Carlin),

five wins, runner-up **2015:** MSA Formula Championship, Formula 4 (Arden Junior Team) six wins, runner-up **2014:** British Formula Ford Championship (Falcon Motorsport), seventh in the points **2012:** Ginetta Junior Championship (Tollbar Racing), 17th in the points



Collard has impressed the Speedworks Motorsport top brass already

"I had my eyes firmly set on the DTM"

Ricky Collard

RACING REPORTS

Photos: Steve Jones

CROFT: 750MC BY CARL MCKELLAR

APRIL 9-10



Ryan Polley was a race two winner in Hot Hatches



Nylan won on his Civic Type R debut

RACE WINNERS	
Tegiwa Type R Trophy Race 1: Christopher Nylan (Honda Civic Type R); Race 2: Joe Jessup (Honda Civic Type R)	BMW Car Club Racing Championship Race 1: Graham Crowhurst (BMW E46 M3); Race 2: Michael Cutt (BMW E46 M3)
Renault Clio Sport Championship Race 1: Scott Edgar (Renault Clio 182); Race 2: Christopher Keir (Renault Clio 182)	MX-5 Cup by 5Club Race 1, 2 & 3: Ben Short (Mazda MX-5)
Sports 1000 Championship Race 1 & 2: Richard Webb (Spire RGBR)	Classic Stock Hatch Championship Race 1: Pip Hammond (Vauxhall Nova GTE); Race 2: Pete Morgan (Ford Fiesta XR2)
Hot Hatch Championship Race 1: Philip Wright (Honda Civic Type R); Race 2: Ryan Polley (Honda Civic Type R)	Ma7da Championship: Race 1: Daniel Sibbons (Ma7da); Race 2: Jonathan Lisseter (Ma7da)
	Gaz Shocks 116 Trophy Tim Crighton/Harry Ormerod (BMW E87 116i)

WRIGHT AND POLLEY MADE TO WORK HARD

Pre-season favourites Philip Wright and Ryan Polley in their Honda Civic Type Rs won the 750MC’s Hot Hatch rounds of 2022 at Croft but Kris McCloy came close to upsetting them both in his older Civic.

McCloy, enjoying more performance from a new KT24 Honda Accord engine, qualified on pole for race one and led until wrong-footed by a lapped car exiting the Jim Clark Esses in the closing laps.

Wright seized the opportunity to squeeze by into Barcroft and, by Sunny In, Polley was through as well, as McCloy kept going to finish behind them in third. With no first gear so needing to start in second, Wright was duly dropped by Polley and McCloy away from the grid in race two.

Wright was soon back with them however, and second became his when McCloy’s engine briefly cut out exiting the chicane and he tumbled to sixth.

Up front, Wright closed on Polley but there was no way through as they finished nose-to-tail at the line.

Christopher Nylan impressively took pole and won on his debut in the Type R Trophy but couldn’t repeat the feat in race two which started with a top-10 reversed grid.

That went the way of Travis Coyne until officials later excluded him for ‘driving in a matter incompatible with general safety’ while leading as he entered a double-waved yellow flag zone.

Joe Jessup, second on the road, therefore inherited the win. Twice third on his racing debut was novice sensation Jake Hewlett.

On raw pace, Clio 197s looked favourites to win both Renault Clio Sport races but it was not to be. On his debut in the category, former karter Owain Rosser took pole in his 197 for race one but fell back with a lack of power.

Ultimately, the older 182s of

Scott Edgar and reigning champion Jack Dwane took the top two spots.

Rosser was fighting fellow 197 racer Justin Griffiths for the lead in race two when they retired after a tangle. Again the 182s moved in with local favourite Chris Keir taking his maiden win from Dwane, despite needing to remove parts of his dashboard which had fallen underneath his brake pedal.

Pip Hammond and Pete Morgan were the winners of two hard fought Classic Stock Hatch races.

Graham Crowhurst and Mike Cutt took turns to beat each other in the two BMW Car Club Racing encounters, while an untouchable Richard Webb comfortably achieved a double victory in Sports 1000s.

Similarly Ben Short was unbeatable in the MX-5 triple-header. Daniel Sibbons and Jonathan Lisseter triumphed in Ma7das.

116 TROPHY

Crighton/Ormerod top 36-car contest

Tim Crighton and Harry Ormerod took a maiden victory for themselves and James Thomas’s JT Engineering outfit in an unpredictable opening Gaz Shocks 116 Trophy race of 2022.

Crighton was part of a breakaway group of three also involving Jack Godden and Sam Carrington-Yates who led the opening stages prior to the first of two mandatory 60-second pitstops for all crews.

With a record 36-stong entry, the tight Croft pitlane, which requires cars to park at a 45-degree angle to their garage, became very cramped indeed.

Having set a new lap record, Godden’s pace eventually helped his father Chris to emerge as leader entering the closing stages, while, after an impressive middle stint, Ormerod handed back to Crighton in second.

Mercilessly Crighton moved in on Godden Sr and made the winning move at Tower Bend with just 15 of the 90 minutes to run. Godden would then be



Crighton and Ormerod won “90-minute sprint race”

cruelly denied a podium as Rob Carvell, Tom Sibley and Anthony Seddon also came past in the dying minutes.

“That was 90 minutes of sprint racing,” reflected Crighton.

“The early laps with Sam and Jack were incredibly close. Harry’s strong driving then gave me the chance at the end.”

Seddon added: “There was quite a bit of debris on the track – I made sure I kept it in one piece to hand back to Tim.”

Thomas said: “It’s great to start 2022 with a first win and it’s as much credit should go to the team in the pitlane – the category puts a lot of focus on the driver and pitstop strategy.”

KNOCKHILL: SMRC BY STEPHEN BRUNSDON

APRIL 10

QUEEN AND DEMPSEY SHARE FORMULA FORD 1600 WINS

Photos: Jim Moir



Queen left it late for honours in the David Leslie Trophy

The National Formula Ford 1600 Championship produced a pair of typically scintillating races at Knockhill, with Colin Queen and Jordan Dempsey taking centre stage.

Queen took the race-one David Leslie Trophy after a late-race bid to pass points leader Dempsey paid off, but they made contact in an equally frenetic second race.

From his race-one pole position Dempsey took the lead at the start with Queen glued to his gearbox throughout. American Queen bided his time before making a decisive move for the lead on the final lap, surprising Dempsey by slicing by under braking for McIntyres.

Behind, Lucas Romanek got the better of BM Racing’s Jamie Sharp for third after a late lunge to the inside of Duffus Dip on the final tour.

Queen and Dempsey resumed

their battle in the early stages of race two but made contact at the Hairpin on the fifth lap of 22. That sent both onto the grass, giving Sharp the lead from Romanek.

Sharp’s lead didn’t last long either, spinning while fighting Romanek at the same corner. The latter therefore took the victory ahead of Morgan Quinn and Ben Cochrane.

Michael Weddell started the defence of his Mini Cooper Cup title with two wins and a third place as car racing rookie Jack Irvine prevailed in race three.

In race one, Minimax driver Weddell got the better of polesitter Neil Hose after a safety car restart to build a healthy margin at the front, beating Chad Little to the line by just over half a second. It was a similar story in race two as

Weddell led from start-to-finish with Ian Munro second.

Irvine started the reversed-grid third race from pole and made the most of a strong getaway to fend off Little, with Weddell third.

Ross Dunn brilliantly edged out Finlay Brunton by a mere 0.016s to win the opening C1 Cup race, before finishing a close second to Sam Corson in race two.

V8 power dominated the Scottish Classic races, with Russell Paterson leading Tommy Gilmartin in a Morgan 1-2 in the opening bout. Contact between the pair in race two handed the Rover 3500 of John Kinmond victory in the second. Steven Gray took both Scottish Fiesta ST Cup victories, beating his long-time rival Dave Colville and Liam McGill respectively.

RACE WINNERS	
National Formula Ford 1600 Championship Race 1: Colin Queen (Ray GR18); Race 2: Lucas Romanek (Van Diemen JL13)	Scottish C1 Cup Race 1: Ross Dunn; Race 2: Sam Corson
Scottish Mini Cooper Cup Race 1 & 2: Michael Weddell; Race 3: Jack Irvine	Scottish Fiesta ST Cup Races 1 & 2: Steven Gray
Scottish Mini Cooper Cup Race 1 & 2: Craig Blake (Mini Cooper R53)	Scottish Classic Sports and Saloon Championship Race 1: Russell Paterson (Morgan +8); Race 2: John Kinmond (Rover 3500)

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RACING REPORTS

Photos: Steve Hindle

DONINGTON PARK: MSVR BY STEVE HINDLE

APRIL 9-10



Campbell and Webb took race four victory

GT CUP QUARTET DELIVERS THE THRILLS

A near capacity grid of past, present and one-off machinery arrived at Donington Park to herald the start of a season that leaves the GT Cup firmly established on the calendar as both a headliner and driver favourite.

Three race-winning cars from last year’s British GT championship were among those competing in the GT3 group and while two would go on to claim success here too, the drama started early for reigning GT Cup champions Richard and Sam Neary. A brake disc failure in practice forced them to miss qualifying and start at the back.

Solo campaigner Ian Loggie had no such issues. Already race-hardened from warmer climes, he found the extra 0.002s needed to secure pole position, which he masterfully converted into the win.

Fastest lap of race one went to the Nearys and, with it, pole for the afternoon’s endurance feature. Two early safety car

periods resulted in a mostly processional affair until the pitstop window opened. As a lone amateur, Loggie had the benefit of a shorter stop but as the race developed, he struggled with traffic, allowing Marcus Clutton to close right in. Loggie tried to hold firm but the McLaren, lights blazing, was there in his mirrors. Then, approaching Coppice, they came across backmarkers and a wrong-footed Loggie headed through the gravel, leaving the Enduro Motorsport car to repeat its success from last year’s Donington Decider.

Sunday’s races were all-McLaren affairs. Simon Orange and Michael O’Brien were rewarded in race three for the pace shown through the weekend, while Greystone GT found something to cheer when Oli Webb was able to hunt-down Loggie in the final encounter while holding-off the Nearys who were also on a charge.

In all four races, the GTH

group produced a constant stream of three-wide battles, the Mercedes-AMG of Stephen Walton and Chris Hart winning twice, while in GTO, the McLaren MP4- 12C Cam Am of Paul Bailey and Ross Wylie could never quite find the pace to overhaul the Steve Burgess and Ben Dimmack Radical RXC.

The new United Formula Ford series conjured a healthy grid of cars spanning five decades. James Hadfield’s beautifully prepared Van Diemen RF03 claimed pole with Matt Rivett’s RF91 sitting close behind. Heading into Redgate for the first time, Rivett beautifully sold the dummy and took the lead, but further back, an already crippled car was dumping a trail of oil that required an immediate red flag and extensive clean-up.

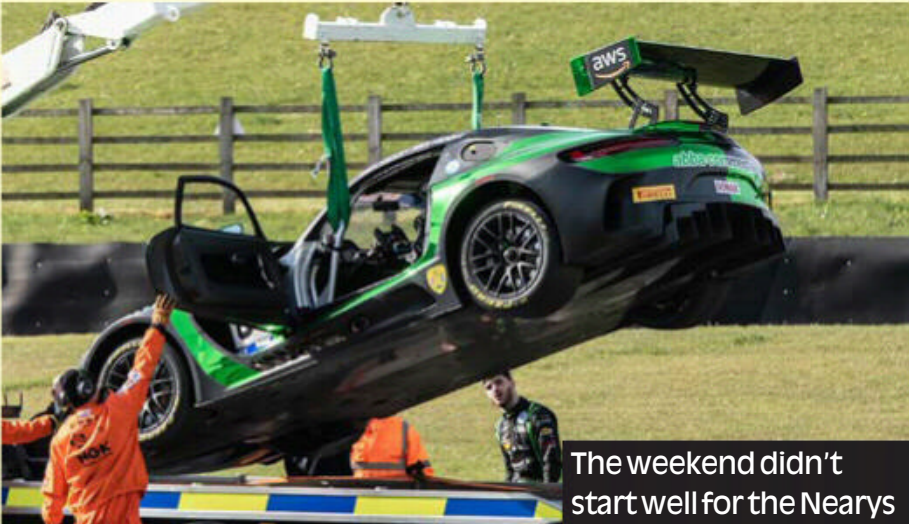
At the restart, Hadfield went defensive, so Rivett drove around his outside, the Castle Combe champion looking certain of victory, only to coast

out of contention a few laps later. With a reversal of fortunes, race two should have been Hadfield’s but a collision at the final corner left fluid on the leader’s line, sending him through the gravel which promoted Rivett into the lead before the race was stopped.

There were some tremendous battles elsewhere on the bill. In Racing Saloons (shared with Z Cars), Chris Boon’s Jaguar XK8 and Kris Dean’s Clio enjoyed an unlikely in-and-out of every corner ding-dong that saw them separated by just over a tenth at the line.

The Production GTI championship was another that thrilled the crowd from each start to finish.

Saturday’s rain-affected Radical Challenge delivered a blink-of-an-eye climax. Different tyre strategies and changing conditions seeing places won, lost then won back again, ending with the top four cars crossing the line within half a second of each other.



The weekend didn’t start well for the Nearys

RACE WINNERS

GT Cup

Race 1: Ian Loggie (Mercedes-AMG GT3); **Race 2:** Morgan Tillbrook/Marcus Clutton (McLaren 720S GT3); **Race 3:** Simon Orange/Michael O’Brien (McLaren 720S GT3); **Race 4:** Ian Campbell/Oli Webb (McLaren 720S GT3)

Radical Challenge

Race 1: Jason Rishover (Radical SR3 RSX); **Race 2:** Anthony Ayres (Radical SR3);

Race 3: Chris Short (Radical SR3 XX)

Radical SR1 Cup

Race 1: Ben Caisley (Radical SR1); **Race 2:** Daryl De Leon (Radical SR1)

United Formula Ford

Race 1: James Hadfield (Van Diemen RF03); **Race 2:** Matt Rivett (Van Diemen RF91)

Clubmans Sports Prototype Championship

Races 1 & 2: Clive Wood (Mallock Mk23); **Race 3:** Cody Tree (Phantom P94)

Racing Saloons & Z Cars

Race 1: Callum Bates (BMW Z4); **Race 2:** Matt Dance (BMW Z4)

Production GTI

Race 1: Henry Riley (VW Golf GTI); **Race 2:** Simon Vercoe (VW Golf GTI)

OULTON PARK: BRSCC BY PETER SCHERER

APRIL 9

STOBART SPORT TAKES A NARROW FUN CUP VICTORY

The Stobart Sport team of Colin Kingsnorth and Jonathan Hoad took the Fun Cup Endurance spoils in a complicated finale after four hours of racing.

Defending champions and first-round winners UVio/Hofmann’s Lotus were out of the reckoning with a battery problem, which left PLR Racing’s Neil Plimmer, Stobart’s Hoad, Greenheath’s Gary Bate, Kaizen Motorsport’s Riley Phillips and GCI Racing’s Craig Butterworth in contention after a late safety car intervention.

But Plimmer and Riley both had

to serve track-limit stop-go penalties with only 11 minutes on the clock, Bate had an off at Britten’s too, which left Hoad in front with Butterworth in pursuit.

Stobarts just held on with 0.695 seconds to spare from Butterworth, with GT Radial’s Ellis Hadley, Phillips, Agua Caliente’s Paul Turner and Plimmer completing the top six.

There was a double lights-to-flag for John Murphy’s Van Diemen RF90 in the Northern and Super Classic FF1600 races. In race one, Andrew Schofield’s

Reynard FF89 managed to hold off Peter Daly’s RF88 as they both reined in Murphy’s lead. That allowed Alaric Gordon’s Swift SC97 to secure a close fourth too.

Murphy, Schofield and Daly held station from the opening lap of race two, while Nick Barnes’ Swift FB89 came out on top of a race-long duel for fourth with Gordon.

Chris Jones was another double winner in the ST-XR Challenge. But Chris Grimes ran him close for the whole of race one, while Michael Blackburn came out on

top of another duel for third with Sam Beckett.

With Grimes left at the start of race two, Jones had Blackburn chasing him into Old Hall. They remained close throughout, but Jones retained control, while third-placed Beckett was almost caught by the recovering Grimes on the last lap.

After heading a five-car battle at the front of the restarted CityCar Cup race, Richard Bliss gradually eased himself clear of the scrap for second. Seb Melrose, Stuart Bliss and Elliot Lettis were all in

contention, with numerous exchanges. But after taking the flag second, Melrose was given a jump-start penalty, leaving Stuart Bliss and Lettis to complete the podium.

Apart from the sprint to the first corner, the entire second race was run behind the safety car, after Lettis crashed out at Island.

An attempt to go green was then thwarted when Liam Browning went off at Old Hall and Stuart Bliss was declared the winner, from Melrose and Christopher Mackenzie.

RACE WINNERS

Fun Cup

Stobart Sport (Colin Kingsnorth/Jonathan Hoad)

Northern and Super Classic FF1600

Race 1 & 2: John Murphy (Van Diemen RF90)

ST-XR Challenge

Chris Jones (Ford Fiesta ST150)

CityCar Cup

Race 1: Richard Bliss (Toyota Aygo); **Race 2:** Stuart Bliss (Toyota Aygo)



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RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: BRSCC BY MARK PAULSON **APRIL 9-10**

DOBLE TAKES A DOUBLE IN NEW COMPACT CUP ERA



Doble battled to two BMW Compact wins



Bush (ahead) took the pick of the Caterham races

With five-time champion Steven Dailly moving on, there will be a new winner of the BMW Compact Cup this year. Mikey Doble staked his claim with a double victory in the open rounds at Brands Hatch.

Doble claimed pole and won both races, but it was far from straightforward for the Surrey man. Suffering from the notorious dip on the circuit’s pole spot, he was beaten away by Lee Dendy-Sadler in the opener before squeezing past at Clearways after four of 21 laps. A more eventful race two was red-flagged after a startline shunt, negating Doble’s improved getaway.

Second time of asking, Doble bogged down and then missed a gearchange, dropping outside the top 10. He was helped back into the top six by Ian Jones clattering into Dendy-Sadler at Druids, for which Jones would be disqualified. Doble then picked off those in front and

had taken two seconds out of Ian Howes’ 3s lead when a safety car was called.

Howes became easy prey as Doble denied him a maiden win, while Dendy-Sadler – the former Fiesta man’s form transformed by an adjustment to his driving style to better suit rear-wheel drive – also recovered well to second.

Hugo Bush’s opening 270R success was among the pick of several frantic Caterham races. After a race-long squabble with fellow Roadsports graduates Taylor O’Flanagan and Dominique Mannsperger, plus debutant Michael Chaplin and Ben Buckley, Bush and Mannsperger broke clear in the sequel but a moment at Paddock for Bush cemented O’Flanagan’s advantage.

Charlie Lower inherited the first Caterham Roadsport race

after Geoff Newman was slapped with a 10s penalty for starting out of position and Freddie Chiddicks faded after being clouted as the pack concertinaed under a safety car. Lower led the second race throughout.

Pete Walters showed he can dominate from the front and come from behind in two contrasting 310R victories that sandwiched a success for Tom Wyllys.

Returning champion Aaron Head squandered pole position by stalling in the Seven UK opener but recovered to fourth behind Henry Heaton before hitting back with two wins.

Dave Cockell was largely untroubled as he guided his four-wheel-drive Escort to two Modified Fords successes chased by the ‘Zakspeed’ Mk2 Escorts of Malcolm Harding and Neil Jessop. With the large entry necessitating split grids, Harding claimed race three, opportunistically pouncing on

the final bend as Jack Gadd appeared to hesitate while lapping his father Dave.

Birthday boy Jenson Brickley was delighted with pole position and two podiums on his Fiesta Championship debut, as Simon Horrobin twice took the laurels. Fiesta Junior champion Brickley fluffed his first start on slicks before joining Horrobin and 2016 champion Alastair Kellett in the lead battle. Horrobin’s defence held firm as Kellett and Brickley shared second places while a spin on cold tyres led to Kellett’s early elimination from race two.

Sid Smith coolly claimed his first Fiesta Junior win as an oily track caused multiple spins. Deagen Fairclough’s machine was the culprit for the slick after a first-corner skirmish with fellow front-row starter Albert Webster. Second in the opener, former Ginetta Junior racer Thomas Lee then went one better, benefiting from Jake Maynard’s final-lap spill.

RACE WINNERS

BMW Compact Cup
Races 1 & 2: Mikey Doble

Caterham 270R
Race 1: Hugo Bush;
Race 2: Taylor O’Flanagan

Caterham Roadsport
Races 1 & 2: Charlie Lower

Caterham 310R
Races 1 & 3: Pete Walters;
Race 2: Tom Wyllys

Caterham Seven UK
Race 1: Henry Heaton;
Races 2 & 3: Aaron Head

Modified Fords
Races 1 & 2: Dave Cockell (Escort Cosworth); Race 3: Malcolm Harding (Escort Mk2)

Fiesta
Races 1 & 2: Simon Horrobin (ST240 Turbo)

Fiesta Junior
Race 1: Sid Smith (ST150); Race 2: Thomas Lee (ST150)

Track Attack Race Club
Races 1 & 2: David Shead (BMW Compact)



Dave Cockell was on the pace in the Modified Fords

MONDELLO PARK: ICCR BY LEO NULTY **APRIL 9-10**

FISHBOURNE HOLDS HIS NERVE FOR DRAMATIC FIESTA WIN

A delighted Ian Fishbourne beat the highly experienced duo of Michael Barrable and Alan Dawson to take the honours in the Fiesta Zetec opener after a great battle. In race two, Barrable took the win, having displaced the impressive Andy Kavanagh half way through the race.

Eddie Peterson took the first Fiesta ST race from Dave Maguire and Victor Cullen, whilst in race two Dave Maguire held off a race long attack from Michael Cullen to take the honours.

Peter Barrable took the first Irish Legends race, holding off Geoff Richardson, who took the victories in races two and three.

Sylvie Mullins took the opening BOSS race from Cian Carey, with the duo swapping positions for race two. Both were deemed to have passed Jonathan Fildes under yellows though. The resultant penalties giving Fildes the win.

Matthew McCord and Ethan Campbell took a Ginetta Junior win apiece, with Codey Keogh being first of the Minis home on both occasions.

Shane Murphy and debutant Graham McDonnell shared the Seat Supercup spoils, while Stephen Traub and Paul Parr did the double in ITCC and Supercars respectively.

On a weekend when the paddock celebrated the life of his uncle, Philip Sheane took both Formula Sheane races, with class champion Anthony Cross taking two hard fought Formula Vee wins, also Sheane mounted.

Michael Cullen was unbeaten on his way to the 2021 Stryker championship and started his

2022 campaign in the same fashion, with two dominant victories.

Gareth Thompson took the opening HRCA race but his MGB V8 had to give best to Jackie Cochrane in race two, the rumbling Tiger just holding off the Crossle 9S of Billy Crosbie in the run to the flag.

David Hammond took race-one Future Classic honours, by virtue of being one of the few not to receive a time penalty. While in race two Aidan Byrne was far enough ahead to take the victory despite a 10-second penalty.

RACE WINNERS

Future Classics
Race 1: David Hammond (Fiat Uno); Race 2: Aidan Byrne (Toyota Celica)

HRCA
Race 1: Gareth Thompson (MGB V8); Race 2: Jackie Cochrane (Sunbeam Tiger)

Formula Vee
Race 1 & 2: Anthony Cross (Sheane)

Formula Sheane
Race 1 & 2: Philip Sheane

Irish Strykers
Race 1 & 2: Michael Cullen

Fiesta Zetec championship
Race 1: Ian Fishbourne;
Race 2: Michael Barrable

Fiesta ST championship
Race 1: Eddie Peterson;
Race 2: Dave Maguire

Ginetta Junior championship
Race 1: Matthew McCord;
Race 2: Ethan Campbell

Junior Mini Challenge
Race 1 & 2: Codey Keogh

Irish Legends
Race 1: Peter Barrable;

Race 2 & 3: Geoff Richardson

Seat Supercup Ireland
Race 1: Shane Murphy;
Race 2: Graham McDonnell

ITCC
Race 1 & 2: Stephen Traub (Honda Integra)

Irish Supercars
Race 1 & 2: Paul Parr

Formula BOSS
Race 1: Sylvie Mullins (Gould GR37)
Race 2: Jonathan Fildes (Lola T96/50)

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COLUMNIST

LUKE BROWNING



The 20-year-old British Formula 4 champion is confident he'll make good on his 2022 GB3 title favourite tag

Photos: Jakob Ebrey, ADAC Motorsport



Browning is well-prepared



Hitech man wants to storm GB3 from early on

My aim this year is to win the GB3 championship. I'm in a great car, and with the amount of preparation I've had and the racing I've had I really feel like we've got an extreme opportunity and hopefully we're the favourite.

My preparations for the season are going brilliantly. I'm more prepared this year than I have ever been for anything. I know the tracks like the back of my hand and I feel really confident with the Hitech GP team around me to do a proper good job.

The season-opening round is this weekend at Oulton Park, my local track where I've had lots of success. We look pretty rapid in testing there so hopefully it carries on. Our plan is to take the championship by storm at the start and then just try and control it and see how we get on.

Oli Oakes' Hitech outfit is absolutely amazing, the resource they have there and the people, they really put a lot of confidence in me and I think so far I've done it justice. Hitech did a good job when I did the UAE Formula 4 series with them earlier this year and we should do the same in GB3.

The new GB3 car is a big jump compared to the old one. Its downforce is incredible and it has a little bit more power. It's a proper Formula 3 car; you're driving round Oulton and you think 'bloody hell these corners are coming up quick'.

When winning the British F4 championship in 2020, and then in my one-off GB3 appearance at Oulton last year, I competed with the Fortec team. I decided to switch to Hitech because I got an opportunity from Oli and with the

progression they've got with FIA F3 and Formula 2 it makes total sense to jump in with full force with them. But I love the guys at Fortec and we're still on very good terms.

I competed in ADAC F4 in Germany last year. It was a big difference going in a new team, new car and a new series on new tracks so it was a proper learning year. But what was great about it was that we still came away with P3 in the championship. Although it wasn't what we wanted out of the season, just going there and learning a new track every race, even with limited testing, it felt pretty good and that should help me coming into this season just with getting on it straight away.

As mentioned, last year I also did a GB3 round at Oulton, and I was right on the pace immediately and I won the second race. Whenever you jump into something you've got to try and be quick straight away and so



Browning hit ground running in 2021's ADAC F4

far we've done that, and hopefully I'll turn it into a long-term thing.

With the amount of experience I've had the high-downforce stuff should really help me this season. Also the technical tracks that you need a lot of knowledge around should really play into my favour.

You can always improve as a driver, and I'm learning every day with the car set-up and driving technique with this new high-downforce car. Although it's not a huge step up from where I've been before you've got to drive it a little bit more like a high-downforce car and maximise that.

My feedback has got a lot better over time and, especially when driving an F3 car, because everything's happening so quickly, you really have to understand what you're doing when you press the brake and throttle and how that's affecting things and how that's treating the tyre.

Something that I'm starting to get my head around now is that although you need to be on the limit of a car, driving it right is another thing: drifters are on the limit but they're not necessarily the fastest around the corner.

Recently too I joined the BRDC Superstars programme. These are the 13 best young drivers, so to be affiliated with the programme is absolutely insane. It's one of those things that when the email comes through you start jumping up and down with your parents.

I mentioned Hitech's progression through F3 and F2 and I want to make it up the single-seater ladder whichever way and make it to the pinnacle of a World championship. Formula 1 or Formula E or something similar would be amazing and hopefully the support I've got from the BRDC and Oli will make it happen.

"I'm more prepared this year than I have ever been for anything"

FEATURE



THE LIDS ARE ALRIGHT:
THE FAVOURITE CRASH HELMET DESIGNS

In the latest Motorsport News poll, we want you to pick out the most loved crash helmets

Photos: Motorsport Images

A driver can express their individuality in so many ways – it is not only with the talent they display on the race track. And foremost among the ways a driver can make a mark is their crash helmet designs.

In the modern world of motorsport, it is harder and harder to see the flashes of colour that were so identifiable in the past. It is particularly more difficult with halos and aeroscreens, although those are vital developments. Another trend among the modern generation of racers is to swap designs to either dovetail with the demands of backers or to bring attention to any particular causes they feel need highlighting.

We are on the hunt for your favourite designs, and we have narrowed down a

HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

shortlist to 10 – which was hard enough in itself. Now it is over to you. We would like you to cast your eye over the ones we have picked out and select your favourites.

THE NOMINEES

1 Mario Andretti

The predominantly silver crash helmet had been a feature of Mario Andretti's early career even before he switched from an open-faced helmet to a full-face design in the late 1960s. The idea for the chevron down the centre came from the logo of a sponsor in 1972, and Andretti Sr tweaked the colours and sported it thereon.



2 Stefan Bellof

Brilliant German star Stefan Bellof had served his apprenticeship in his domestic Formula Ford and F3 championships. While his driving did the talking, his plain white crash helmet design meant he didn't stand out from the crowd in that department. It wasn't until he joined the Maurer F2 team in 1982 that he adopted the patriotic team's version of the German flag with a black background and red and yellow strips.



3 David Coulthard

The Scottish are a proud nation and the saltire symbol has become synonymous with their racing exploits. David Coulthard's bold design – which he used from his earliest days in karting and Formula Ford – set the trend. BTCC champ John Cleland claims to have been the first to incorporate the St Andrew's cross, Coulthard's career in F1 brought it to a wider audience.

4 Carlos Pace

It wasn't until late in 1971 that Brazilian Carlos Pace adopted the crash helmet colours for which he would become famous. His previous lid had been switched between a white version to one that had red on the sides but then he swapped over to the yellow arrow on the dark blue background.



5 Lewis Hamilton

It is a story that is common to other young racing drivers, but the inspiration for seven-time F1 World champion Lewis Hamilton's bright yellow crash helmet came from dad Anthony. Hamilton Sr was Lewis's karting mechanic and wanted to be able to easily identify his driver when he was battling a pack on the kart tracks.



6 Damon and Graham Hill

In the early 1950s, Graham Hill sated his competitive instincts on the waters before he turned to petrol power and he was very used to sporting the colours of the London Rowing Club. Son Damon added to his dad's two World championships with another in 1996.

7 Nigel Mansell

When he moved into F3 in late 1970s, the deal could not have been more patriotic. The March team was sponsored by Unipart with its bold colour scheme adapted from the Union flag. Recruit Mansell adopted the basis of that and it stuck with him all the way through his career – which included the Formula 1 World title in 1992 and the Indycar crown in 1993.



8 Nelson Piquet

The three red teardrops on the white background are the colours that Nelson Piquet Souto Maior used from the very start of his karting career. The theory is that the teardrops were originally designed to represent tennis, as the racquet sport was one that he also used to love.



9 Ayrton Senna

Ayrton Senna's crash helmet design became famous and it was the one his rival drivers said they feared seeing in their rear-view mirrors. The Brazilian wanted to stand out among the karting ranks and that is why he chose the original colour scheme, which was later slightly modified.



10 Hans Stuck

When Hans Stuck decided to switch to a full-race crash helmet in 1971, he felt the plain colours of the design were far from appealing. But rather than fork out on a new paint job, one of the German's friends came up with a quick and easy solution: a shower of adhesive stars that could be stuck onto the helmet.

WHAT'S ON

WHAT'S ON YOUTUBE

Cliches are often incredibly reductive. So it is with the great Jochen Rindt, born 80 years ago on Monday. The Pavlov's Dog response to his mention is 'the only posthumous Formula 1 champion'. But there was much more to Rindt. His driving talent was supreme; few doubt he

was the fastest – and most spectacular – of his generation. The scintillating performances fall from the tongue: Le Mans in 1965; Spa in 1966; Silverstone (twice) in 1969; Monaco in 1970... He was also flamboyant out of the car, but with it was someone who had

more than his fair share of tragedy. His route to F1 success was lengthy and sometimes agonising. He was a somewhat divisive out of the car and even in it – veteran scribe Denis Jenkinson for some reason never rated him. But he was in the minority. And to find out more, Sky

Sports F1 has a 43-minute documentary on Rindt, with intimate contributions from childhood friend Helmut Marko, manager Bernie Ecclestone, friend Jackie Stewart and journalist David Tremayne. There's plenty of fascinating, and often personal,



Rindt was a classy racer with a dash of pace

archive footage and photography too. You can watch it at: [youtube.com/watch?v=JfW00JBd1s0](https://www.youtube.com/watch?v=JfW00JBd1s0) or

you can search for: 'Jochen Rindt|Uncrowned Champion|Full documentary'. **Graham Keilloh**

TV GUIDE



IndyCar racers will tackle Long Beach

Sky Sports F1 gives you further opportunities to watch last weekend's Long Beach IndyCar race, with an hour's highlights shown today at 1500hrs-1600hrs and again at 2015hrs-2115hrs. It's also broadcast on Monday. Eurosport also offers a few chances to catch up with last weekend's latest Formula E round, from Rome. If you're quick on the draw it's on Eurosport 1 today (Thursday) at 0600hrs-0700hrs but, if you're not quick, fear not as it's on again on Saturday on Eurosport 2 at 0000hrs-0100hrs as well as on Wednesday at 0600hrs-0700hrs. Sky Sports F1 meanwhile today is showing last weekend's Australian Grand Prix in full three times, starting at 1200hrs,

1600hrs and 2130hrs. Then from Friday through to Sunday the channel shows each of 2022's three Formula 1 rounds so far, including practice sessions. You can also on Premier Sports 1 watch an hour of BrISCA short oval action from Hednesford on Monday at 1900hrs-2000hrs; it's shown again later on Monday on Premier Sports 2 at 2200hrs-2300hrs. Freesports on Sunday morning meanwhile has a review of this year's four-round Asian Le Mans Series, that's at 0730hrs-0830hrs. The channel also has an hour of BTRDA rallycross action from Blyton Park, on at 1630hrs-1730hrs on Sunday and 1000hrs-1100hrs on Monday. **Graham Keilloh**

LIVE TV

NASCAR BRISTOL
Race: Sunday, 2330hrs-0330hrs, Premier Sports 1
NASCAR TRUCKS BRISTOL
Race: Sunday 0030hrs-0330hrs, Premier Sports 2

WHAT'S ON

RALLYING FRIDAY-SATURDAY
■ **Circuit of Ireland (NI)**
Ulster Automobile Club (spectators admitted) [uaceasterstages.com](https://www.uaceasterstages.com)

SATURDAY TOUR OF EPYNT
■ **Port Talbot MC (spectators admitted)**
[porttalbotmotorclub.co.uk](https://www.porttalbotmotorclub.co.uk)

RACING FRIDAY-SATURDAY
■ **Donington Park National, Leics**
Masters Historic Festival: Historic F1, Masters Historic Sports, Gentleman Drivers, Pre 66 Touring Cars, HGPCA, Formula Junior **Starts** Friday, racing from 1355hrs (qualifying from 0900hrs) **Saturday**, racing from 1015hrs (qualifying from 0915hrs) **Admission** adult £25, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

SATURDAY
■ **Cadwell Park, Lincs**
VSCC meeting: Vintage Racing Cars, Pre-War Cars, Pre '66 Racing Cars, Pre-War Sports, 50s Sports-Racing Cars, 500cc F3 **Starts** racing from 1145hrs (qualifying from 0900hrs) **Admission** adult £19, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

SATURDAY-SUNDAY
■ **Snetterton 300, Norfolk**
BRSCC meeting: Zeo Prototypes, Mazda MX-5, Mini Miglia, Mini Se7en, Clubsport, C1 Endurance **Starts** Saturday, racing from 1115hrs (qualifying from 0900hrs) **Sunday**, racing from 1005hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

■ **Brands Hatch Indy, Kent**
Truck meeting: Trucks, MGOC, Pickups, Legends, Kumho BMW, Super Tourers, Pre '66/Pre '83 Touring Cars, Pre '93/Pre 2003 Touring Cars/Jaguars, Blue Oval Saloons/Classic and Historic Thunder Saloons, Jaguars **Starts** Saturday, racing from 1135hrs (qualifying from 0900hrs) **Sunday**, racing from 1025hrs (qualifying from 1000hrs) **Admission** adult £22, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

SATURDAY AND MONDAY
■ **Oulton Park, Cheshire**
British GT meeting: British GT, GB3, GB4, TCR UK, Ginetta GT5, Northern Sports/Saloons **Starts** Saturday, racing from 1335hrs (qualifying from 0900hrs)

Monday, racing from 0900hrs (qualifying from 0830hrs) **Admission** adult £22, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

MONDAY
■ **Castle Combe, Wilts**
CCRC meeting: FF1600, GT, Saloons, Hot Hatches, Sports Specials, BCV8 **Starts** racing from 1200hrs (qualifying from 0830hrs) **Admission** adult £15, under 16 free **Web** [castlecombecircuit.co.uk](https://www.castlecombecircuit.co.uk)
■ **Donington GP, Leics**
750MC meeting: Club Enduro, Formula Vee, Toyota MR2, Bike Sports, CALM All Porsche **Starts** racing from 1130hrs (qualifying from 0905hrs) **Admission** adult £14, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

■ **Snetterton 300, Norfolk**
MSVR meeting: Snetterton Saloons, Equipe GTS, Equipe Pre '63/Equipe 50s/Equipe Libre, FISCAR **Starts** racing from 1200hrs (qualifying from 0900hrs) **Admission** adult £14, under 13 free **Web** [msv.com](https://www.msv.com) **Contact** 0843 453 9000

SPORTING SCENE FRIDAY
■ **Skegness, Lincolnshire**

National Hot Rods Starts 1800hrs **Admission:** adults £20, concessions £18, Children 13-15 years £8 **Contact:** [spedeworth.co.uk](https://www.spedeworth.co.uk)

FRIDAY-SUNDAY
■ **Santa Pod, Northamptonshire**
Festival of Power National Drag Racing Championships, Top Fuel, Jet Cars, Funny Car, Pro Mod, Nostalgia Funny Car **Admission:** adults from £40 per day, booked online, children from £5, booked online. **Contact** [santapod.co.uk](https://www.santapod.co.uk)

SATURDAY AND MONDAY
■ **Lydden Hill, Kent**
British Rallycross Championship **Starts:** 0900hrs **Admission:** adults £20, children under 13 free **Web:** [lyddenhill.co.uk](https://www.lyddenhill.co.uk) **Contact:** 01304 830557.

MONDAY
■ **Ipswich, Suffolk**
National Hot Rods **Starts:** 1300hrs **Admission:** adults £20, concessions £18, Children 5-14 years £8, parking £2 **Contact:** [spedeworth.co.uk](https://www.spedeworth.co.uk)

Details correct at time of going to press. Always check with organisers before travelling.

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Tom Ingram, from Rich Cranston



Snetterton fun, by Mark Parker



Legends, from Garry Isherwood



Chris Noble went to HERO Rally

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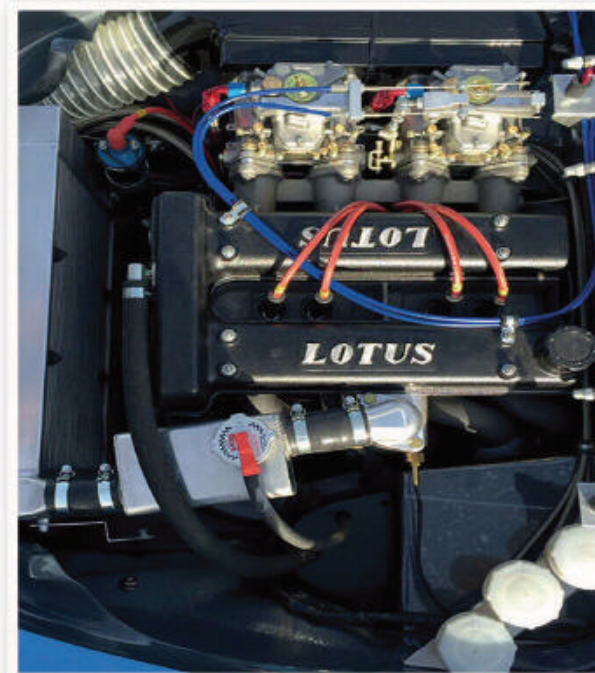
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ASTON MARTIN V8 VANTAGE



2008, £34,950. Model Aston Martin Vantage V8 4.3 Convertible Manual. Finished in Onyx Black with Black Mohair hood and Black leather interior with Red stitching. Only just turned to 70,000 miles with history. Please call 02085 679729, Greater London.
113380

LOTUS EVORA



2018, £66,950. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. This GT410 is finished in Empire Green paintwork that has been coated with PPF in key areas, with Carbon Fibre roof and boot lid, Black Alcantara interior door cards and dashboard complemented by the optioned interior colour pack in yellow. Highly optioned this car has Alcantara and Leather Sparco Seats (a £3.5k cost option), Alcantara steering wheel, air conditioning, cruise control. Please call 07577 575770, South East. (T)
113393

ROVER 2600



1984, £8,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.
112698

JAGUAR E-TYPE



1962, 10009 miles, £169,995. Series 1 Roadster 3.8. Petrol, Manual, Old English White. Retaining its original colour combination of Old English White (Cream) with a contrasting biscuit interior and black hood and hood bag. This fine example has a 5 speed Getrag gearbox, a desirable option enabling high speed cruising. The car presents wonderfully today both inside and out. Please call 01798 874477, South East. (T)
113105

MG MGB



1963, £35,995. MGB FIA 1963 race/rally car. UK registered. In British racing green, works hardtop in white. Fitted Roll cage and competition harness. On competition wire wheels, 1840cc race engine, Weber, extractor manifold, close ratio overdrive gearbox, adjustable rear Armstrong dampers. Riguard seats, Motalita steering wheel. Currently LHD but can be easily converted if required. All fuel/brake/wiring routed inside car. Tank and sump shield and reinforced single box exhaust. Please call 01462 490049, West Midlands. (T)
113111

PORSCHE 3400



2012, 66000 miles, £66,000. Registered in 2012 this Porsche Boxster S 981 series is fitted with the desirable PDK 7 speed gearbox.

Powered by the 3.4 litre flat 6 cylinder 'Boxer' engine, it is one of the last models available with this 6 cylinder engine, producing 315 bhp. Finished in Platinum Silver metallic paintwork with a contrasting black leather interior, with under 66k miles this Boxster S presents in superb order throughout. Appointed with a high level of standard equipment this 981 Boxster will offer its lucky new owner a specification of electrically adjustable and heated seats for driver and passenger, Satellite navigation with PCM (Bluetooth audio streaming functionality), Bose sound upgrade, electrically folding mirrors and the rare option of the 'one touch' operation for the electrically folding soft top roof. In addition to the already striking interior is the optioned Porsche 911 Turbo S steering wheel with paddle shift. There are also the Boxster S 19" alloy wheels wrapped in the factory correct Goodyear Eagle 'NO' type tyres. This Boxster S 981 has been meticulously maintained having a full Porsche main dealer service history, the most recent being carried out in June 2021 by Porsche of Solihull. Clearly the four previous owners have all taken great care of this superb sports car. This Porsche Boxster S 981 offers the opportunity to own one of the desirable 6 cylinder engine Boxster cars before they became powered by the new 4 cylinder power plant. With its 7 speed PDK gearbox this Boxster S really is the perfect daily sports car, especially being that it is ULEZ compliant. Do call for more information or to arrange a viewing. Please call 07577 575770, South East. (T)
113397

PORSCHE 924



£4,750. Very Tidy Porsche 924 with 1 years MOT and ready to drive away. Its only done 53000 miles with mots to back up the mileage. The car has had a good bit of money spent on it since 2019 and it runs and drives very well. We have one set of keys, the V% and lots of old MOTs and receipts and a service book with stamps at 48500. 48600, 49000 and 50000 miles. Please call 01875 820527, Scotland. (T)



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